ARIZONA DEPARTMENT OF TRANSPORTATION

206 S. 17th Ave
Phoenix, AZ 85007

KATIE HOBBS
GOVERNOR

JENNIFER TOTH
DIRECTOR

September 1, 2026

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

Dear Governor Hobbs:

The Arizona Department of Transportation (ADOT) is pleased to submit its Fiscal Year (FY) 2028 Operating Budget Request. Arizona's transportation system is the backbone that supports this administration's priorities of: Improving Education; Housing and Human Services; Health and Reproductive Rights; Resilience, Water, and the Environment; Public Safety, Border Security, and Corrections; and an Affordable and Thriving Economy.

The movement of people and goods throughout Arizona fosters progress across all the Governor's priorities. Transportation is critical to an Affordable and Thriving Economy. In addition to a robust highway infrastructure, ADOT provides numerous services that are critical to Arizona's continued economic growth. ADOT's FY 2028 Operating Budget Request is designed to respond to the needs of all its constituents, from industry leaders to small businesses, to the residents and tourists that drive the State's economy and maintain the State's investment in the infrastructure it has built.

The ADOT FY 2028 Operating Budget Request includes 22 budget issues, with a total request of $2,806,800. The request is comprised of the following:

Funding Issues	Amount	Comment
20	$27,523,400	Funding requests
1	$0	Placeholder issue, amount to be determined
1	($24,716,600)	Elimination of one-time funding
22	**$2,806,800**	**Total FY 2028 Operating Budget Request**

Economic Growth / Constituent Needs

Many of the budget issues contained in ADOT's Operating Budget Request are in response to needs expressed by its customers. Without the commercial vehicle industry, Arizona's grocery shelves would be bare, its stores empty of goods, and its economic growth stifled. ADOT's interstate and international commercial vehicle permitting systems do not provide the range of services that the commercial vehicle industry requires. The systems cannot be amended to include certain types of permits or clarify limits, leading to the purchase of incorrect permits. Some permits must be purchased in person, slowing contact at the ports from seconds to 15-30 minutes. Each delay increases the cost of goods. The permitting systems cannot provide safe routing information for oversized and overweight vehicles, and these vehicles must stop to obtain a customized route. This issue becomes more critical as the federal government is opening a new international port of entry in Douglas, Arizona. Federal and state governments have invested heavily in this new infrastructure, which will drive additional commercial border traffic through Arizona, increasing economic activity. A modern permitting system is needed to effectively move large volumes of traffic through the port. ADOT is also requesting funding to staff and maintain the Arizona portion of the new Douglas port.

Encroachment permitting is another area where ADOT is requesting funding to respond to customer needs. ADOT issues approximately 2,000 encroachment permits annually. Utility companies, cell phone providers, and contractors install facilities in ADOT's right-of-way. Local businesses and individuals install access points. Today, ADOT's encroachment permitting process is manual, and customers requesting encroachment permits for ADOT's right-of-way must interact with ADOT staff during business hours. A digital system would allow 24/7 access to customers, including those in other time zones, and significantly reduce permit processing time.

To meet the demands of its federal funders and highway construction vendors, ADOT began replacing its construction management system three years ago. It is requesting a fourth year of funding to complete the process and new funding to address the needs of the engineering firms and consultants involved in the design of the highway system. The current contractor management system is three decades old and lacks the capacity to meet all current requirements.

Nearly every Arizonan interacts with ADOT's Motor Vehicle Division annually. As Arizona's growing economy attracts new residents and businesses, additional funding for driver licenses, credentials, and license plates is required.

In the digital age, systems collect information on businesses, people, and infrastructure. Software is required to meet the needs of industry and for every element of the construction, operation and maintenance of the transportation system. ADOT is seeking funding to shore up cybersecurity vulnerabilities to keep its data secure.

Maintaining Infrastructure

As Arizona grows, its highway system expands to keep people and goods moving. Annually, ADOT invests more than $1 billion federal and state dollars in the highway system, and maintaining this investment is critical to the safety of every traveler. ADOT is requesting funding to maintain the new lane miles added to the system, safely operate intelligent traffic system elements like the I-17 flex lanes, and maintain existing infrastructure like the South Mountain Freeway. ADOT is requesting a third year of funding to complete a modern maintenance management system, which is replacing two outdated systems and two manual processes. The new system will help ADOT optimize its maintenance activities, providing better roads for all travelers.

ADOT's FY 2028 Operating Budget Request is designed to foster an affordable and thriving economy, encouraging economic growth by meeting constituent needs and maintaining the infrastructure we have built to allow residents, visitors, and goods to travel safely and efficiently throughout Arizona. I look forward to continuing to work with the administration to provide a transportation system that helps Arizona flourish.

Sincerely,

Jennifer Toth
ADOT Director

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State of Arizona Budget Request

State Agency

Department of Transportation

A.R.S. Citation: **A.R.S. Title 28**

Governor Hobbs:

This and the accompanying budget schedules, statements and explanatory information constitute the operating budget request for this agency for Fiscal Year 2028.

To the best of my knowledge all statements and explanations contained in the estimates submitted are true and correct.

Agency Head: **Jennifer Toth**

Title: **Director**

Jennifer Toth 8/31/2026

(signature)

Phone: (602) 712-7227

Prepared by: DeeAnn Brewer

Email Address: dbrewer@azdot.gov

Date Prepared: August 31, 2026

Appropriated Funds

	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Total Amount Requested:	647,202.9	2,806.8	650,009.7
General Fund	-	-	-
State Aviation Fund	2,671.9	552.6	3,224.5
State Highway Fund	549,941.8	7,014.0	556,955.8
Highway Damage Recovery Account Fund	7,999.0	-	7,999.0
ADOT Fleet Operations Fund	28,378.9	295.1	28,674.0
Ignition Interlock Device Fund	350.6	-	350.6
Air Quality Fund	874.3	29.9	904.2
Vehicle Inspection and Certificate of Title Enforcement Fund	1,887.7	-	1,887.7
Motor Vehicle Liability Insurance Enforcement Fund	2,241.8	2,524.4	4,766.2
Highway User Revenue Fund	861.5	-	861.5
State Fleet Operations Fund	38,384.1	(4,200.0)	34,184.1
State Fleet Vehicle Replacement Fund	13,611.3	(3,409.1)	10,202.2

Non-Appropriated Funds

	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Total Amount Planned:	18,856.4	-	18,856.4
State Aviation Fund	-	-	-
Regional Area Road Fund - Maricopa County	-	-	-
State Highway Fund	11,979.9	-	11,979.9
Arizona Highways Magazine Fund	5,330.3	-	5,330.3
ADOT Fleet Operations Fund	-	-	-
ADOT Federal Programs Fund	-	-	-
Abandoned Vehicles Administration Fund	1,200.0	-	1,200.0
Economic Strength Project Fund	-	-	-
Cash Deposits Fund	-	-	-
Employee Recognition Fund	13.0	-	13.0
Grant Anticipation Notes Fund	-	-	-
Regional Area Road Fund - Maricopa	-	-	-
IGA and ISA Fund	333.2	-	333.2
Statewide Special Plates Fund	-	-	-
ADOT Coronavirus State and Local Fiscal Recovery Fund	-	-	-

	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Highway User Revenue Fund	-	-	-
Local Agency Deposits Fund	-	-	-
Highway Properties Fund	-	-	-
State Highway Fund Bonds Debt Service Fund	-	-	-
Regional Area Road Fund Debt Service Fund	-	-	-
Smart Corridor Highway Trust Fund	-	-	-
State Match Advantage for Rural Transportation (SMART) Fund	-	-	-
Department of Transportation Total:	666,059.3	2,806.8	668,866.1

Revenue Schedule

Agency: Department of Transportation

Fund: AA1000 General Fund

AFIS Code	Category of Receipt and Description	FY 2026 Actuals	FY 2027 Estimate	FY 2028 Request
4161	Motor Vehicle Tax	18,458.8	7,985.0	7,985.0
4165	Motor Vehicle Fuel Tax	17,843.5	15,777.0	15,777.0
4373	Surplus Property	251.5	-	-
4419	Other Licenses	22.3	25.0	25.0
4699	Miscellaneous Receipts	70.7	35.0	35.0
4821	Prior Year Reimbursements (Refunds)	25.2	-	-
	General Fund Total:	**36,672.1**	**23,822.0**	**23,822.0**

Forecast Methodology

Please see attached fund summary for methodology.

Revenue Schedule

Agency: Department of Transportation

Fund: DT2005 State Aviation Fund

AFIS Code	Category of Receipt and Description	FY 2026 Actuals	FY 2027 Estimate	FY 2028 Request
4111	Transaction Privilege Tax	5,036.3	5,215.3	5,111.0
4165	Motor Vehicle Fuel Tax	474.5	474.5	474.5
4182	Flight Property Tax	9,908.6	10,124.1	10,326.6
4183	Aircraft Taxes	5,607.7	4,184.6	4,310.2
4213	Federal Grants – Capital	12,597.7	4,195.0	8,898.3
4236	State, Local, & Tribal Government - Other	644.4	425.0	425.0
4321	Parking	21.0	21.3	21.3
4323	Concessions	414.8	420.3	420.3
4326	Commercial Space	287.9	291.7	291.7
4339	Other Fees & Charges for Services	126.9	128.6	128.6
4373	Surplus Property	3.9	3.9	3.9
4519	Other Fines, Forfeitures, Penalties and Liquidated Damages	0.0	-	-
4631	Treasurer's Interest Income	1,751.1	1,247.5	871.3
4632	Rental Income	89.8	91.0	91.0
4635	Loan and Other Interest Income	12.5	11.3	10.1
4647	Credit Card Fees Paid	(11.7)	(11.8)	(11.8)
4699	Miscellaneous Receipts	25.7	26.8	28.0
4823	Current Year Reimbursements (Refunds)	0.5	0.5	0.5
	State Aviation Fund Total:	**36,991.6**	**26,849.6**	**31,400.5**

Forecast Methodology

Please see attached fund summary for methodology.

Revenue Schedule

Agency: Department of Transportation

Fund: DT2029 Regional Area Road Fund - Maricopa County

AFIS Code	Category of Receipt and Description	FY 2026 Actuals	FY 2027 Estimate	FY 2028 Request
4111	Transaction Privilege Tax	312,622.3	6,963.5	3,133.6
4211	Federal Grants – Operating	(0.4)	-	-
4213	Federal Grants – Capital	367,967.7	399,246.5	212,254.5
4232	State, Local, & Tribal Government Grants – Capital	9,672.2	298,961.9	79,000.0
4236	State, Local, & Tribal Government - Other	2,190.3	-	-
4381	Sale of Capital Assets	3,384.2	3,686.5	3,766.4
4631	Treasurer's Interest Income	44,346.9	43,234.1	37,739.8
4632	Rental Income	1,205.3	-	-
4699	Miscellaneous Receipts	11.8	-	-
4901	Operating Transfers In	413.5	-	-
	Regional Area Road Fund - Maricopa County Total:	**741,813.9**	**752,092.5**	**335,894.3**

Forecast Methodology

Please see attached fund summary for methodology.

Fund: DT2030 State Highway Fund

AFIS Code	Category of Receipt and Description	FY 2026 Actuals	FY 2027 Estimate	FY 2028 Request
4161	Motor Vehicle Tax	271,622.9	273,843.4	278,905.2
4162	Motor Carrier Tax	13,308.8	14,014.0	14,319.8
4165	Motor Vehicle Fuel Tax	414,044.3	409,395.4	418,410.8
4167	Watercraft Fuel Tax	86.0	86.0	86.0
4211	Federal Grants – Operating	31,088.2	31,088.2	31,088.2
4213	Federal Grants – Capital	672,714.6	553,710.9	604,811.0
4231	State, Local, & Tribal Government Grants – Operating	8.6	8.6	8.6
4232	State, Local, & Tribal Government Grants – Capital	58,611.4	17,907.4	49,104.0
4236	State, Local, & Tribal Government - Other	131.6	131.6	131.6
4319	Title Certificate Fees	12,125.2	12,211.7	5,875.6
4322	Commissions	(190.0)	-	-
4332	Other Education Fees	228.1	228.0	228.0
4339	Other Fees & Charges for Services	6,831.8	7,072.5	7,226.9
4372	Publications & Reproductions	1.6	-	-

Revenue Schedule

Agency: Department of Transportation

Fund: DT2030 State Highway Fund

AFIS Code	Category of Receipt and Description	FY 2026 Actuals	FY 2027 Estimate	FY 2028 Request
4373	Surplus Property	2,190.4	2,160.0	2,160.0
4381	Sale of Capital Assets	1,070.3	1,200.0	1,200.0
4411	Motor Vehicle Licenses & Registration	146,557.0	148,130.4	151,301.0
4412	Motor Vehicle Driver's Licenses	27,310.4	26,503.5	26,928.4
4413	Motor Carrier Tax Licenses	33.2	33.2	33.2
4415	Occupational & Professional Licenses	28.6	28.0	28.0
4419	Other Licenses	13,187.6	13,988.8	14,294.0
4431	Motor Vehicle Permits	8,196.3	7,041.8	7,256.3
4439	Other Permits	103.2	103.2	103.2
4511	Court Assessments	301.9	-	-
4519	Other Fines, Forfeitures, Penalties and Liquidated Damages	0.3	-	-
4611	Unrestricted Donations	0.5	-	-
4616	Private Grants	105.6	-	-
4631	Treasurer's Interest Income	79,415.0	39,392.1	41,248.9
4632	Rental Income	8,108.4	384.0	384.0
4645	Payment Card Transaction Fees Paid	(8,851.4)	(9,226.4)	(9,226.4)
4647	Credit Card Fees Paid	(47.8)	(47.8)	(47.8)
4650	Uncollectible Revenue Adjustment	(134.8)	(134.8)	(134.8)
4699	Miscellaneous Receipts	34,394.0	34,524.1	35,276.9
4821	Prior Year Reimbursements (Refunds)	(0.3)	-	-
4823	Current Year Reimbursements (Refunds)	88.7	80.0	80.0
4871	Residual Equity Transfer	(9,906.3)	(9,906.3)	(9,906.3)
4901	Operating Transfers In	17,694.5	32,077.3	32,073.0
	State Highway Fund Total:	**1,800,458.3**	**1,606,028.8**	**1,703,247.3**

Forecast Methodology

Please see attached fund summary for methodology.

Revenue Schedule

Agency: Department of Transportation

Fund: DT2031 Arizona Highways Magazine Fund

AFIS Code	Category of Receipt and Description	FY 2026 Actuals	FY 2027 Estimate	FY 2028 Request
4322	Commissions	41.4	58.0	58.0
4339	Other Fees & Charges for Services	232.5	224.0	224.0
4371	Subscriptions	1,490.6	1,691.0	1,691.0
4372	Publications & Reproductions	1,337.7	1,352.0	1,352.0
4631	Treasurer's Interest Income	96.1	136.0	136.0
4632	Rental Income	6.1	15.0	15.0
4647	Credit Card Fees Paid	(25.8)	(25.0)	(25.0)
4699	Miscellaneous Receipts	1,403.2	1,434.0	1,434.0
4823	Current Year Reimbursements (Refunds)	0.1	-	-
	Arizona Highways Magazine Fund Total:	**4,581.9**	**4,885.0**	**4,885.0**

Forecast Methodology

Please see attached fund summary for methodology.

Fund: DT2044 Highway Damage Recovery Account Fund

AFIS Code	Category of Receipt and Description	FY 2026 Actuals	FY 2027 Estimate	FY 2028 Request
4650	Uncollectible Revenue Adjustment	(52.6)	-	-
4699	Miscellaneous Receipts	7,047.8	6,873.0	6,873.0
	Highway Damage Recovery Account Fund Total:	**6,995.3**	**6,873.0**	**6,873.0**

Forecast Methodology

Please see attached fund summary for methodology.

Revenue Schedule

Agency: Department of Transportation

Fund: DT2071 ADOT Fleet Operations Fund

AFIS Code	Category of Receipt and Description	FY 2026 Actuals	FY 2027 Estimate	FY 2028 Request
4346	Fleet Management (Motor Pool)	21,771.2	27,545.7	27,545.7
4373	Surplus Property	469.5	470.0	470.0
4381	Sale of Capital Assets	-	6.9	6.9
4631	Treasurer's Interest Income	296.7	308.6	308.6
4647	Credit Card Fees Paid	(52.5)	(56.9)	(56.9)
4699	Miscellaneous Receipts	108.9	67.6	67.6
4821	Prior Year Reimbursements (Refunds)	4.2	5.9	5.9
4823	Current Year Reimbursements (Refunds)	189.9	162.2	162.2
	ADOT Fleet Operations Fund Total:	**22,787.8**	**28,510.0**	**28,510.0**

Forecast Methodology

Please see attached fund summary for methodology.

Fund: DT2097 ADOT Federal Programs Fund

AFIS Code	Category of Receipt and Description	FY 2026 Actuals	FY 2027 Estimate	FY 2028 Request
4211	Federal Grants – Operating	26,188.4	22,113.0	22,113.0
4213	Federal Grants – Capital	71.6	239.0	239.0
4631	Treasurer's Interest Income	174.7	178.0	178.0
4699	Miscellaneous Receipts	1,156.3	1,041.0	1,041.0
4823	Current Year Reimbursements (Refunds)	0.2	-	-
4901	Operating Transfers In	-	10.1	10.1
	ADOT Federal Programs Fund Total:	**27,591.2**	**23,581.1**	**23,581.1**

Forecast Methodology

Please see attached fund summary for methodology.

Revenue Schedule

Agency: Department of Transportation

Fund: DT2150 Abandoned Vehicles Administration Fund

AFIS Code	Category of Receipt and Description	FY 2026 Actuals	FY 2027 Estimate	FY 2028 Request
4339	Other Fees & Charges for Services	1,384.8	1,315.0	1,315.0
	Abandoned Vehicles Administration Fund Total:	**1,384.8**	**1,315.0**	**1,315.0**

Forecast Methodology

Please see attached fund summary for methodology.

Fund: DT2208 Ignition Interlock Device Fund

AFIS Code	Category of Receipt and Description	FY 2026 Actuals	FY 2027 Estimate	FY 2028 Request
4161	Motor Vehicle Tax	304.8	310.4	310.4
	Ignition Interlock Device Fund Total:	**304.8**	**310.4**	**310.4**

Forecast Methodology

Please see attached fund summary for methodology.

Fund: DT2226 Air Quality Fund

AFIS Code	Category of Receipt and Description	FY 2026 Actuals	FY 2027 Estimate	FY 2028 Request
4901	Operating Transfers In	1,094.0	874.3	874.3
	Air Quality Fund Total:	**1,094.0**	**874.3**	**874.3**

Forecast Methodology

Please see attached fund summary for methodology.

Revenue Schedule

Agency: Department of Transportation

Fund: DT2244 Economic Strength Project Fund

AFIS Code	Category of Receipt and Description	FY 2026 Actuals	FY 2027 Estimate	FY 2028 Request
4165	Motor Vehicle Fuel Tax	1,000.0	-	-
4631	Treasurer's Interest Income	98.4	60.4	19.3
	Economic Strength Project Fund Total:	**1,098.4**	**60.4**	**19.3**

Forecast Methodology

Please see attached fund summary for methodology.

Fund: DT2266 Cash Deposits Fund

AFIS Code	Category of Receipt and Description	FY 2026 Actuals	FY 2027 Estimate	FY 2028 Request
4519	Other Fines, Forfeitures, Penalties and Liquidated Damages	(304.1)	(2,156.1)	-
4632	Rental Income	(247.0)	-	-
4699	Miscellaneous Receipts	9.8	-	-
	Cash Deposits Fund Total:	**(541.4)**	**(2,156.1)**	**-**

Forecast Methodology

Please see attached fund summary for methodology .

Revenue Schedule

Agency: Department of Transportation

Fund: DT2272 Vehicle Inspection and Certificate of Title Enforcement Fund

AFIS Code	Category of Receipt and Description	FY 2026 Actuals	FY 2027 Estimate	FY 2028 Request
4411	Motor Vehicle Licenses & Registration	2,332.6	2,363.3	2,363.3
4519	Other Fines, Forfeitures, Penalties and Liquidated Damages	4.1	4.1	4.1
	Vehicle Inspection and Certificate of Title Enforcement Fund Total:	**2,336.7**	**2,367.4**	**2,367.4**

Forecast Methodology

Please see attached fund summary for methodology.

Fund: DT2285 Motor Vehicle Liability Insurance Enforcement Fund

AFIS Code	Category of Receipt and Description	FY 2026 Actuals	FY 2027 Estimate	FY 2028 Request
4339	Other Fees & Charges for Services	9,307.2	9,462.9	9,462.9
4871	Residual Equity Transfer	(968.3)	(964.6)	(964.6)
	Motor Vehicle Liability Insurance Enforcement Fund Total:	**8,338.9**	**8,498.3**	**8,498.3**

Forecast Methodology

Please see attached fund summary for methodology.

Fund: DT2417 Highway Expansion & Extension Loan Program Fund

AFIS Code	Category of Receipt and Description	FY 2026 Actuals	FY 2027 Estimate	FY 2028 Request
4631	Treasurer’s Interest Income	0.0	-	-
	Highway Expansion & Extension Loan Program Fund Total:	**0.0**	**-**	**-**

Forecast Methodology

Please see attached fund summary for methodology.

Revenue Schedule

Agency: Department of Transportation

Fund: DT2422 Driving Under Influence Abatement Fund

AFIS Code	Category of Receipt and Description	FY 2026 Actuals	FY 2027 Estimate	FY 2028 Request
4161	Motor Vehicle Tax	2.7	3.0	3.0
	Driving Under Influence Abatement Fund Total:	**2.7**	**3.0**	**3.0**

Forecast Methodology

Please see attached fund summary for methodology.

Fund: DT2449 Employee Recognition Fund

AFIS Code	Category of Receipt and Description	FY 2026 Actuals	FY 2027 Estimate	FY 2028 Request
4647	Credit Card Fees Paid	(0.0)	-	-
4699	Miscellaneous Receipts	2.3	2.3	2.3
4823	Current Year Reimbursements (Refunds)	0.0	-	-
	Employee Recognition Fund Total:	**2.3**	**2.3**	**2.3**

Forecast Methodology

Please see attached fund summary for methodology.

Fund: DT2463 Grant Anticipation Notes Fund

AFIS Code	Category of Receipt and Description	FY 2026 Actuals	FY 2027 Estimate	FY 2028 Request
4213	Federal Grants – Capital	29,970.5	12,099.5	21,588.5
4631	Treasurer's Interest Income	-	-	3,600.0
4813	Grant Anticipation Note Proceeds	-	-	200,000.0
4901	Operating Transfers In	29,970.5	-	-
	Grant Anticipation Notes Fund Total:	**59,941.0**	**12,099.5**	**225,188.5**

Forecast Methodology

Please see attached fund summary for methodology.

Revenue Schedule

Agency: Department of Transportation

Fund: DT2479 Regional Area Road Fund - Maricopa

AFIS Code	Category of Receipt and Description	FY 2026 Actuals	FY 2027 Estimate	FY 2028 Request
4111	Transaction Privilege Tax	207,252.6	522,100.0	547,256.7
4213	Federal Grants – Capital	-	29,662.8	76,665.4
4232	State, Local, & Tribal Government Grants – Capital	-	106,464.1	-
4631	Treasurer's Interest Income	1,025.1	14,318.2	27,795.7
	Regional Area Road Fund - Maricopa Total:	**208,277.7**	**672,545.1**	**651,717.8**

Forecast Methodology

Please see attached fund summary for methodology.

Fund: DT2500 IGA and ISA Fund

AFIS Code	Category of Receipt and Description	FY 2026 Actuals	FY 2027 Estimate	FY 2028 Request
4161	Motor Vehicle Tax	319.0	333.2	333.2
4823	Current Year Reimbursements (Refunds)	0.0	-	-
4901	Operating Transfers In	2,107.9	2,107.9	2,107.9
	IGA and ISA Fund Total:	**2,427.0**	**2,441.1**	**2,441.1**

Forecast Methodology

Please see attached fund summary for methodology.

Fund: DT2609 Motor Vehicle Dealer Enforcement Fund

AFIS Code	Category of Receipt and Description	FY 2026 Actuals	FY 2027 Estimate	FY 2028 Request
4519	Other Fines, Forfeitures, Penalties and Liquidated Damages	38.8	24.8	24.8
	Motor Vehicle Dealer Enforcement Fund Total:	**38.8**	**24.8**	**24.8**

Forecast Methodology

Please see attached fund summary for methodology.

Revenue Schedule

Agency: Department of Transportation

Fund: DT2650 Statewide Special Plates Fund

AFIS Code	Category of Receipt and Description	FY 2026 Actuals	FY 2027 Estimate	FY 2028 Request
4411	Motor Vehicle Licenses & Registration	8,474.0	9,490.8	10,629.7
4631	Treasurer's Interest Income	182.2	204.1	228.6
	Statewide Special Plates Fund Total:	**8,656.2**	**9,694.9**	**10,858.3**

Forecast Methodology

Please see attached fund summary for methodology.

Fund: DT2985 ADOT Coronavirus State and Local Fiscal Recovery Fund

AFIS Code	Category of Receipt and Description	FY 2026 Actuals	FY 2027 Estimate	FY 2028 Request
4915	Federal ARPA COVID Stimulus Transfers In	38,801.6	4,177.3	-
	ADOT Coronavirus State and Local Fiscal Recovery Fund Total:	**38,801.6**	**4,177.3**	**-**

Forecast Methodology

Please see attached fund summary for methodology.

Revenue Schedule

Agency: Department of Transportation

Fund: DT3113 Highway User Revenue Fund

AFIS Code	Category of Receipt and Description	FY 2026 Actuals	FY 2027 Estimate	FY 2028 Request
4161	Motor Vehicle Tax	312,052.1	320,714.6	327,712.1
4162	Motor Carrier Tax	13,045.3	13,736.5	14,036.2
4165	Motor Vehicle Fuel Tax	391,819.8	404,566.4	413,401.5
4319	Title Certificate Fees	4,775.7	4,857.2	4,963.2
4339	Other Fees & Charges for Services	6,690.7	6,932.5	7,083.8
4372	Publications & Reproductions	0.0	-	-
4411	Motor Vehicle Licenses & Registration	134,849.6	136,179.3	139,150.5
4412	Motor Vehicle Driver's Licenses	3,943.7	3,434.1	3,509.1
4413	Motor Carrier Tax Licenses	32.6	34.5	34.5
4419	Other Licenses	12,926.5	13,711.8	14,011.0
4431	Motor Vehicle Permits	4,667.3	5,104.3	5,215.6
4511	Court Assessments	894.6	854.0	797.8
4631	Treasurer's Interest Income	1,186.4	1,185.9	1,211.8
4645	Payment Card Transaction Fees Paid	(9,254.2)	(9,043.7)	(9,240.6)
4647	Credit Card Fees Paid	(367.0)	(367.0)	(367.0)
4650	Uncollectible Revenue Adjustment	(231.5)	-	-
4699	Miscellaneous Receipts	21,027.3	20,733.2	21,185.6
	Highway User Revenue Fund Total:	**898,058.8**	**922,633.6**	**942,705.1**

Forecast Methodology

Please see attached fund summary for methodology.

Revenue Schedule

Agency: Department of Transportation

Fund: DT3701 Local Agency Deposits Fund

AFIS Code	Category of Receipt and Description	FY 2026 Actuals	FY 2027 Estimate	FY 2028 Request
4211	Federal Grants – Operating	147,940.1	192,957.9	205,030.8
4213	Federal Grants – Capital	729.1	-	-
4232	State, Local, & Tribal Government Grants – Capital	474.2	-	-
4236	State, Local, & Tribal Government - Other	36,507.0	40,170.1	31,528.2
4631	Treasurer's Interest Income	2,968.4	2,890.9	3,783.6
4699	Miscellaneous Receipts	12.1	-	-
	Local Agency Deposits Fund Total:	**188,630.9**	**236,018.9**	**240,342.6**

Forecast Methodology

Please see attached fund summary for methodology.

Fund: DT3737 Highway Properties Fund

AFIS Code	Category of Receipt and Description	FY 2026 Actuals	FY 2027 Estimate	FY 2028 Request
4119	Other Sales Taxes	(109.3)	(592.9)	-
	Highway Properties Fund Total:	**(109.3)**	**(592.9)**	**-**

Forecast Methodology

Please see attached fund summary for methodology.

Revenue Schedule

Agency: Department of Transportation

Fund: DT4071 State Fleet Operations Fund

AFIS Code	Category of Receipt and Description	FY 2026 Actuals	FY 2027 Estimate	FY 2028 Request
4346	Fleet Management (Motor Pool)	22,231.5	26,763.9	25,608.5
4699	Miscellaneous Receipts	302.6	166.1	166.1
4823	Current Year Reimbursements (Refunds)	8.0	2.0	2.0
	State Fleet Operations Fund Total:	**22,542.1**	**26,932.0**	**25,776.6**

Forecast Methodology

Please see attached fund summary for methodology.

Fund: DT4072 State Fleet Vehicle Replacement Fund

AFIS Code	Category of Receipt and Description	FY 2026 Actuals	FY 2027 Estimate	FY 2028 Request
4346	Fleet Management (Motor Pool)	14,546.8	8,539.3	9,083.8
4699	Miscellaneous Receipts	175.2	750.0	750.0
4901	Operating Transfers In	2,610.0	-	-
	State Fleet Vehicle Replacement Fund Total:	**17,332.0**	**9,289.3**	**9,833.8**

Forecast Methodology

Please see attached fund summary for methodology.

Revenue Schedule

Agency: Department of Transportation

Fund: DT5004 State Highway Fund Bonds Debt Service Fund

AFIS Code	Category of Receipt and Description	FY 2026 Actuals	FY 2027 Estimate	FY 2028 Request
4631	Treasurer's Interest Income	7,040.0	1,951.1	2,010.4
4811	Bond Proceeds	692,451.7	-	125,000.0
4901	Operating Transfers In	309,971.1	137,947.0	137,869.5
	State Highway Fund Bonds Debt Service Fund Total:	**1,009,462.8**	**139,898.1**	**264,879.9**

Forecast Methodology

Please see attached fund summary for methodology.

Fund: DT5906 Smart Corridor Highway Trust Fund

AFIS Code	Category of Receipt and Description	FY 2026 Actuals	FY 2027 Estimate	FY 2028 Request
4632	Rental Income	3,601.9	4,565.0	4,800.0
	Smart Corridor Highway Trust Fund Total:	**3,601.9**	**4,565.0**	**4,800.0**

Forecast Methodology

Please see attached fund summary for methodology.

Fund: DT6000 State Match Advantage for Rural Transportation (SMART) Fund

AFIS Code	Category of Receipt and Description	FY 2026 Actuals	FY 2027 Estimate	FY 2028 Request
4165	Motor Vehicle Fuel Tax	-	2,500.0	2,500.0
4236	State, Local, & Tribal Government - Other	25.0	25.0	25.0
4631	Treasurer's Interest Income	2,470.1	1,952.1	1,284.4
	State Match Advantage for Rural Transportation (SMART) Fund Total:	**2,495.1**	**4,477.1**	**3,809.4**

Forecast Methodology

Please see attached fund summary for methodology.

ADOT REVENUE FORECAST METHODOLOGY

Fund No:	1000
Fund Name:	State General Fund
Citation:	A.R.S. § 28-4302, 5808, 8345, 9503, 9504

Fund Description:

ADOT began recognizing deposits to the general fund in December 2017. Previously, revenue destined for the general fund was transferred from the ADOT-MVD clearing fund as negative revenue to ADOA before being deposited in the general fund.

The consistent sources of revenue deposited to the general fund are:

- Vehicle dealers license fees for dealers who have a contractual relationship with a third-party lender ($300 initial license fee and $150 annual renewal per A.R.S. § 28-4302) as well as other amounts based on various circumstances.
- Abandoned vehicle fees (after the 20% distribution to the abandoned vehicle fund per A.R.S. § 28-5808.D)
    - 90% of fees collected for vehicles abandoned on state land
    - 60% of fees collected for vehicles abandoned on federal land
- Vehicle license taxes (VLT) from five-year registrations (the difference between the five-year VLT and what the VLT would have been if the owner opted for a two-year registration per A.R.S. § 28-5808.E)
- Aircraft license taxes (50% of aircraft license tax revenues per A.R.S. § 28-8345)
- Vehicle for hire fees per A.R.S. § 28-9503 & 28-9504
    - $24 per vehicle for a three-year permit
    - Maximum of $1,000 per applicant
    - Civil penalties up to $1,500 per infraction at each business location

Forecast Methodology: (include key revenue drivers, assumptions, or changes to the fund)

The significant revenue sources for ADOT's contribution to the general fund are abandoned vehicle fees, aviation license revenue, and five-year VLT. For abandoned vehicle fees, five-year VLT, aircraft license taxes revenue, vehicle for hire fees, and vehicle dealer license fees, the FY 2027 and FY 2028 revenue forecasts expect stable revenues. In most cases, the forecast methodology is based on a 3-year average.

ADOT REVENUE FORECAST METHODOLOGY

Fund No:	DT2005
Fund Name:	Aviation Fund
Citation:	A.R.S. § 28-8202

Fund Description:

The aviation fund is used to operate the Grand Canyon National Park Airport (GCNA), ADOT's aeronautics group, and fund the airport capital improvement program (ACIP). The ACIP can be broken into six subprograms. The subprograms consist of:

- airport development grants through the state/local grants (SL grants) program
- airport development grants through the federal/state/local grant (FSL grants) program
- airport pavement management system (APMS) program
- aviation system planning and aviation services program (SASP)
- airport development loan program (ADLP) – currently suspended
- Grand Canyon Airport capital program

ADOT distributes funds for the SL subprograms in the form of grants for airport projects that do not include federal aviation administration (FAA) grants. The grants typically provide funds for 90% of the project cost with the airport providing the 10% match. Projects funded by SL grants include design, construction, safety, security, capacity improvement, environmental, planning, and minor land acquisition.

When an airport receives a federal grant, it can request ADOT to pay for one half of its match. The FAA provides grants through the FSL program for design, construction, safety, security, capacity enhancement, environmental, planning, and minor land acquisitions.

Through the APMS program, ADOT annually identifies airport pavement maintenance projects eligible for funding for the upcoming five years. These projects will appear in the state's Five-Year Airport Capital Improvement Program. The airport sponsor may sign an intergovernmental agreement (IGA) with ADOT to participate in the ACIP. The state transportation board (STB) approves the projects in the Five-Year Airport Capital Improvement Program.

The SASP program is used by ADOT to perform state-wide system studies and projects. Typical projects include state airport system planning, economic impact of aviation, unique projects considered beneficial to the state as a system, Arizona flight charts, and site location studies.

The Grand Canyon Airport (GCA) is operated by ADOT. The GCA does apply for and receive FSL grants, but since it is owned by ADOT the entire required match is funded from the Aviation Fund.

A.R.S. §28-8322 requires aircraft based in Arizona to be licensed and registered in Arizona. A.R.S. §28-8202 requires 35% of aircraft registration taxes and all flight property tax, jet fuel excise tax, aircraft dealer licensing, and aviation fuel taxes paid by pilots and aircraft owners to be deposited to the State Aviation Fund.

Forecast Methodology: (include key revenue drivers, assumptions, or changes to the fund)

Key fund drivers include the following:

- aviation fuel tax
- flight property tax
- aircraft registration taxes
- jet fuel excise tax
- federal grants
- state and local government deposits for APMS projects
- Grand Canyon Airport revenues related to
    - parking
    - concessions
    - commercial space
    - other fees and charges for services
    - rental income
- investment interest earnings
- loan and other interest income
- credit card fees
- legislative appropriations

The primary revenue sources for the aviation fund are flight property tax and aircraft registration taxes. However, in FY 2017, statutory amendments (SB 1531) changed the portion of aircraft registration tax and jet fuel excise tax distributed to the aviation fund. A.R.S. § 28-8345 requires 35% of aircraft registration taxes to be distributed to the aviation fund and the remaining 65% distributed between the state general fund which receives 50%, the counties which receive 9.5% and the incorporated cities and towns which receive 5.5%; previously 100% of aircraft taxes were distributed to the aviation fund. The FY 2017 statutory changes also require 100% of jet fuel excise taxes to be distributed to the aviation fund whereas prior to the change, 100% was distributed among the state general fund, counties and incorporated cities and towns. These changes resulted in the fund's primary revenue sources being the flight property tax, jet excise tax, and aircraft registration tax.

The aviation fund FY 2026 beginning balance reflects a legislative fund transfer of $15M from the aviation fund to the state general fund in FY 2024.

ADOT REVENUE FORECAST METHODOLOGY

Fund No:	DT2029
Fund Name:	ADOT Maricopa Regional Area Road Fund
Citation:	A.R.S. § 28-6302, 42-6105

Fund Description:

In 2004, Maricopa County voters approved Proposition 400 that extended a ½ cent transportation excise (sales) tax. The 20-year tax expired on December 31, 2025. Of the taxes collected, including any residual collections, 33.3% is distributed to the public transportation fund administered by the Maricopa County Regional Public Transportation Authority, while the remaining 66.7% is distributed to the Arizona Department of Transportation (ADOT) - administered regional area road fund (RARF). The 66.7% is comprised of 56.2% of Prop 400 collection dedicated for capital improvements to freeways and routes of the state system in the regional transportation plan for Maricopa County and 10.5% of Prop 400 collections for use on major arterial streets and intersection improvements in Maricopa County. With the passage of Laws 2023, 1st Regular Session, Chapter 203 (SB 1102), Maricopa County voters extended Proposition 400 under Proposition 479 in the November 2024 election cycle, albeit with different distribution percentages than the current tax. Proposition 479 went into effect on January 1, 2026, and the taxes collected for RARF under the Proposition 479 extension are deposited into a new fund, DT2479.

Forecast Methodology: (include key revenue drivers, assumptions, or changes to the fund)

The Maricopa Association of Governments (MAG) regional transportation plan's freeway program cash flow is a detailed model used to plan revenues and expenditures for the life cycle program that covers the period from January 2006 through the end of the Proposition 400 supported Freeway Lifecycle Program. It is a planning tool that projects future cash balances and also contributes to the planned timing and amount of future bond issues.

The cash flow is updated regularly and incorporates the annual risk analysis process (RAP) excise tax revenue forecast update produced each fall. The RAP relies on probability analysis and the independent variables used in the model. The independent variables currently in use are the Maricopa County nominal personal income growth, Maricopa County population growth, and Maricopa County construction employment growth, among others.

Revenues deposited into the RARF fund are comprised of the 66.7% of the county transportation excise tax, reimbursements from FHWA on federally eligible project expenditures, and interest earned on invested balances, among other sources. The county transportation excise tax revenues forecasted by the RAP process is from a ½ cent transaction privilege tax on business activities including but not limited to retail sales, contracting, utilities, rental of real and personal property, and restaurant and bar receipts.

A detailed explanation of the forecast methodology for the Arizona Department of Transportation (ADOT) Maricopa County Transportation excise tax revenues can be found on the internet at www.azdot.gov. On the home page click on *About*, click on *Financial Management Services*, click on *Transportation Funding*, click on *Regional Area Road Fund (RARF)*, and then click on *RARF Forecasting Process and Results SFY 2026-2046*. This data can be accessed directly at the URL address: https://apps.azdot.gov/files/FMS/RARF/Forecasting/rarfcastproc2646.pdf

ADOT REVENUE FORECAST METHODOLOGY

Fund No:	DT2030
Fund Name:	State Highway Fund
Citation:	A.R.S. § 28-6991

Fund Description:

Monies in the fund consist of statutory transfers from the highway user revenue fund (HURF). The state highway fund (SHF) receives 50.5% of HURF revenues after various distributions are made. The SHF's share of HURF is distributed by statute, with 12.6% to the Maricopa Association of Governments (MAG) and Pima Association of Governments (PAG), and another 2.6% of the SHF's share of HURF is distributed to MAG and PAG by board policy. The SHF supports the Arizona Department of Transportation's (ADOT's) costs of engineering, construction and maintenance of state highways and state routes, ADOT's administrative expenses, and law enforcement on state highways.

Forecast Methodology: (include key revenue drivers, assumptions, or changes to the fund)

The statewide program cash flow is a detailed model used to plan revenues and expenditures for the five-year transportation facilities construction program. It is a planning tool that projects future cash balances and also contributes to the planned timing and amount of future bond issues. The cash flow is updated regularly and incorporates the annual risk analysis process (RAP) revenue forecast update produced each fall. Revenues deposited into the SHF are comprised of the SHF's share of HURF revenues, reimbursements from the Federal Highway Administration (FHWA) on federally eligible project expenditures, interest earned on invested balances, and legislative appropriations, among other sources.

The HURF revenues forecasted by the RAP come from various taxes and fees on items, including but not limited to, fuel taxes, vehicle license tax (VLT), motor vehicle registrations, motor carrier fees and motor vehicle operator licenses. With the passage of Prop 207 in November 2021, HURF revenues now also include distributions from the Smart and Safe Arizona Fund.

The independent variables used in the forecast are Arizona nominal personal income, population, non-farm employment, fleet fuel efficiency, and nominal gas price plus the west coast number two nominal diesel price. A detailed explanation of the forecast methodology for the Arizona Department of Transportation (ADOT) can be found on the internet at www.azdot.gov. On the home page, click on About, click on Financial Management Services, click on Transportation Funding, click on Highway User Revenue Fund, and then click on HURF Forecasting Process and Results SFY 2026-2035. This data can be accessed directly at the URL address:

https://apps.azdot.gov/files/FMS/HURF/Forecasting/hurfcastproc2635.pdf

ADOT REVENUE FORECAST METHODOLOGY

Fund No:	DT2031
Fund Name:	AZ Highways Magazine Fund
Citation:	A.R.S. § 28-7315

Fund Description:

Primary revenues consist of receipts generated from sales of the Arizona Highways Magazine and other publications. This fund provides for the production and sales of subscriptions, calendars, books, etc.

Forecast Methodology: (include key revenue drivers, assumptions, or changes to the fund)

There are two major revenue drivers for the Arizona Highways Magazine Fund: magazine subscriptions and related products. Revenues have been relatively consistent from FY 2024 through FY 2026. As a result, FY 2027 and FY 2028 revenue projections are based on three-year average revenue (FY 2024 through FY 2026).

ADOT REVENUE FORECAST METHODOLOGY

Fund No:	DT2044
Fund Name:	Damage Recovery Fund
Citation:	A.R.S. § 28-6994

Fund Description:

Revenue consists of monies received for damage caused to highways and its features by at-fault third parties. Highway features include, but are not limited to pavement, guardrails, lights, traffic signals, fencing, signs, bridges, and other state property in the right-of-way.

When a highway feature is damaged by an at-fault third party, the Arizona Department of Transportation (ADOT) uses money from the maintenance special line item (SLI) to complete repairs. Repairs include the cost of labor, equipment, materials, and traffic control. This results in deferring planned maintenance of the highway. This fund is used for the maintenance of state highways, portions of highways, and state routes and is conceptually used to perform the maintenance deferred due to performing these repairs.

Forecast Methodology: (include key revenue drivers, assumptions, or changes to the fund)

Collections from at-fault third parties represent this fund's revenue receipts. Key drivers of the damage recovery fund are the number of lane miles in the highway system, volume of traffic, amount of damage caused by third parties, cost to repair or replace the damaged roadway feature, and ADOT's ability to collect for the damage.

ADOT is able to identify an at-fault third party who has damaged the highway between 70% and 80% of the time. The amount collected from these responsible third parties is about 80% of the total damage incurred. As a result of operational improvements in its recovery efforts, ADOT has increased its collections for damage caused by at-fault third parties, and it has collected on its back log of outstanding claims.

ADOT estimates revenue of $6,873,000 in FY 2027 and FY 2028 based on a 3-year average of revenue collected in FY 2024 through FY 2026.

ADOT REVENUE FORECAST METHODOLOGY

Fund No:	DT2071
Fund Name:	Department Fleet Operations Fund
Citation:	A.R.S. § 28-7006

Fund Description:

The fund's revenues are derived from charges to the divisions of the Arizona Department of Transportation (ADOT) for renting and repairing vehicles and equipment. In turn, the revenue collected is used to maintain the agency's inventory of automobiles, trucks, heavy equipment, and other field equipment.

Activity for the state fleet initially occurs in this fund. Expenditures are then offset onto the State Fleet Operations Fund (DT4071), resulting in net zero activity in the Department Fleet Operations Fund (DT2071). Please see the State Fleet Operations Fund (DT4071) for additional information.

Forecast Methodology: (include key revenue drivers, assumptions, or changes to the fund)

The Department Fleet Operations Fund (DT2071) is a revolving fund with rates derived to recover costs. Therefore, the revenue should closely correlate with expenditures. The key revenue drivers for this fund are the number and type of vehicles and equipment serviced.

The methodology for FY 2027 and FY 2028 revenue projections is based on forecasting revenue utilizing the FY 2027 rates and three-year averages for non-rate driven revenue categories.

ADOT REVENUE FORECAST METHODOLOGY

Fund No:	DT2097
Fund Name:	ADOT Federal Program Fund
Citation:	A.R.S. § 35-142; United States Code Title 23

Fund Description:

The Arizona Department of Transportation (ADOT) federal program fund is comprised of a small number of Federal Transit Administration (FTA)-issued grants that are not part of the federal-aid highway program.

This is a cash fund and was established for the sole purpose of tracking FTA grants. The principal statutes governing the issuance of these grants are found in Title 23, United States Code (23 U.S.C.). This fund is not found in state statute. Funds are used to pay for salaries and related costs associated with the administration of the following federal programs:

- Metropolitan Transportation Program (Section 5305): The Federal Transit Administration (FTA) provides funding to states for preparing long-range transportation plans and transit improvement projects. ADOT transit allocates the 5305(d) funding among eight metropolitan planning organizations (MPOs). The eight MPOs are Central Yavapai Metropolitan Planning Organization, Flagstaff Metropolitan Planning Organization, Lake Havasu Metropolitan Planning Organization, Maricopa Association of Governments, Pima Association of Governments, Sun Corridor Metropolitan Planning Organization, Sierra Vista Metropolitan Planning Organization and Yuma Metropolitan Planning Organization. ADOT allocates the funds based on a formula developed by the State and MPOs, which requires MPOs provide a 20% match. 5305(e) funds are retained by the State for competitive funding applications or are used by the state to undertake statewide transit planning activities. The 20% match requirement is either provided by the state for statewide planning activities or the competitive applicant.

  Note: Metropolitan Transportation Program (Section 5305) funding has been transferred to FHWA and is now part of Consolidated Planning with the FY 2021 apportionment. ADOT Transit still has older funds under its management that will take several years to be fully expended.

- 5310 Enhanced Mobility of Seniors and Individuals with Disabilities: The FTA provides ADOT with formula funding for the Section 5310 program. ADOT also utilizes flexible funding that is provided by surface transportation block grants (STBGs) for the Section 5310 transit program. STBGs promote flexibility in State and local transportation decisions and provide flexible funding to best address State and local transportation needs. All funding distributed to applicants requires a local match. The minimum local match is 20%; however, ADOT can fund capital with STBG funds at 90% federal and 10% local match when funding allows. Funds can be used to purchase vehicles and related equipment as well as for operating expenses. The vehicles are used to transport seniors and mentally and physically disabled people to medical appointments, shopping, and other appointments. For a local government or non-profit to be eligible for this program, there must be a regional coordination plan for their area and the applicant must have participated in related coordination activities, such as coordinating participation meetings.

- 5311 Rural Public Transportation Program: Federal funds are allocated by the FTA for this program. ADOT also utilizes flexible funding that is provided by surface transportation block grants (STBGs) for the Section 5311 transit program. STBGs promote flexibility in State and local transportation decisions and provides flexible funding to best address State and local transportation needs. ADOT administers the program through a competitive application process. Grants are required to be used for public transportation in rural counties, cities, towns and American Indian tribes. Funding is available for administration, operations, intercity bus service and capital projects. Funding ratios vary by activity and range from 58%/42% for operating funds to 90%/10% for capital funds.

- Rural Transit Assistance Program (RTAP): The Rural Transit Assistance Program (49 U.S.C. 5311(b)(3)) is funded through the FTA and offers training, technical assistance, and research opportunities as well as other support services to improve the delivery of transit services in non-urbanized areas.

- State Safety Oversight: ADOT is the state certified agency to provide safety oversight in Arizona as outlined in the Rail Fixed Guideway Systems: State Safety Oversight (SSO), which is published by the FTA and is part of 49 CFR Part 674 (Part 674). There are three systems in Arizona that fall under Part 674; Valley Metro Rail in Phoenix, Tempe Streetcar in Tempe, and the Tucson Streetcar. ADOT is required to develop and maintain a program standard. ADOT's responsibilities are to review, approve, and develop a safety program standard and to require each rail transit authority (RTA) to develop a system safety program plan.

Forecast Methodology: (include key revenue drivers, assumptions, or changes to the fund)

Projections are based on federal grant schedules, historical trends, and estimated project billings. The forecast is generally based on a 2% increase identified in Infrastructure Investment and Jobs Act (IIJA)/Bipartisan Infrastructure Law (BIL) apportionments (exceptions noted). Miscellaneous receipts are from the local agency match to grants the local agency is awarded and are based on a 2-year average.

PUBLIC TRANSIT FUNDING

Arizona Federal Transit Administration Apportionments and Funding Projection Summary

Fund Type	Fund Type Description	Match %	2026	2027	2028
Section 5303 / 5305(d)	Metropolitan Planning	80%	$3,985,135	$4,064,838	$4,146,134
Section 5304 / 5305(e)	Statewide Planning	80%	$813,033	$829,293	$845,879
Section 5310 Tucson UZA	Enhanced Mobility of Seniors and Individuals with Disabilities	80%	$1,464,510	$1,493,800	$1,523,676
Section 5310 Small Urban	Enhanced Mobility of Seniors and Individuals with Disabilities	80%	$2,160,299	$2,203,505	$2,247,575
Section 5310 Rural	Enhanced Mobility of Seniors and Individuals with Disabilities	80%	$1,452,407	$1,481,455	$1,511,084
STBG - 5310	Surface Transportation Block Grant (5310)	80%	$1,500,000	$1,500,000	$1,500,000
Section 5311	Formula Grants for Rural Areas	80%	$18,358,786	$18,725,962	$19,100,481
Section 5311(b)(3) RTAP	Rural Transit Assistance Program	100%	$243,549	$248,420	$253,389
STBG - 5311	Surface Transportation Block Grant (5311)	80%	$1,000,000	$1,000,000	$1,000,000
Section 5339 Statewide	Bus and Bus Facilities	80%	$4,000,000	$4,000,000	$4,000,000
Section 5339 Small Urban	Bus and Bus Facilities	80%	$1,135,715	$1,135,715	$1,135,715
Section 5329	State Safety Oversight	80%	$1,264,118	$1,289,400	$1,315,188
TOTAL			**$37,377,551**	**$37,972,388**	**$38,579,121**

Notes:
FY 2026 based upon full year apportionment. Years 2027-2029 are projections based on 2% annual growth from the 2026 apportionments except as noted below.
- STBG and 5339 Statewide - no growth projections included.
- Individual projects will be identified through the Metropolitan Planning Organization (MPO) Transportation Improvement Programs (TIP's). The awards may include funding from older grants not reflected here.
- Competitive awards are posted at: www.azdot.gov/transitguidebooks
- Most of the funds have other match ratios, but 80% is the most common.

ADOT REVENUE FORECAST METHODOLOGY

Fund No:	DT2150
Fund Name:	Abandoned Vehicle Administration Fund
Citation:	A.R.S. § 28-4802; 28-4804

Fund Description:

Monies in this fund come from two sources as described and cited in A.R.S. § 28-4802 & Arizona Administrative Code R17-1-205:

(1) Fees from vehicles abandoned on private property or public land or on or within the right-of-way of a street or highway or located within the boundaries of an incorporated city or town have 10% of collected fees transferred into the Abandoned Vehicle Administration Fund. Vehicles falling into this category pay a $500 fee per Arizona Administrative Code.
(2) Fees from vehicles abandoned on public property (such as national forest, state park, bureau of land management or state trust land) outside the boundaries of an incorporated city or town have 40% of collected fees transferred into the Abandoned Vehicle Administration Fund. Vehicles falling into this category pay a $600 fee per Arizona Administrative Code.

ARS 28-4802 Section D.4, also provides that fees for processing an abandoned vehicle report be capped at $10. Reports submitted electronically have a fee of $8, and reports submitted by any other means have a fee of $10 per Arizona Administrative Code R17-1-205 (C).

All remaining fees are deposited in the State Highway Fund (DT2030). Twenty percent of the monies deposited into the Abandoned Vehicle Administration Fund prescribed in subsections A and B are used to reimburse registered towing companies that tow abandoned vehicles pursuant to A.R.S. §28-4805. This fund operates as a pass-though account, meaning the amount of money coming in is intended to equal the amount going out, though these inflows and outflows may not always align within the same fiscal year.

Forecast Methodology: (include key revenue drivers, assumptions, or changes to the fund)

FY 2027 and FY 2028 revenue projections are based on a three-year average of actual revenue from FY 2024 through FY 2026.

The fund's eligible revenue comes from fees collected for vehicles that were abandoned on or after the implementation date. Fees are assessed on the abandoned vehicle's owner at the time the vehicle is determined to be abandoned. However, the fee may not be collected until the next time that owner interacts with the Motor Vehicle Division (MVD) in person or through an authorized third party. In some cases, the fees are collected several years later, if at all.

ADOT REVENUE FORECAST METHODOLOGY

Fund No:	DT2208
Fund Name:	Ignition Interlock Device Fund
Citation:	A.R.S. § 28-1469

Fund Description:

Monies in the fund consist of installation fees collected by ignition interlock service providers for each device that is installed. Ignition interlock devices are required for drivers who are convicted of driving under the influence (DUI) offense involving alcohol or who refuse to submit to a test for the purpose of determining alcohol or drug content at the time of arrest.

Monies deposited in the fund are subject to legislative appropriation, are exempt from A.R.S. § 35-190 relating to lapsing of appropriations and are to be used by the department for administering the ignition interlock program.

Forecast Methodology: (include key revenue drivers, assumptions, or changes to the fund)

The $20 fee per installation was set by rule R17-5-614, effective July 1, 2018.

FY 2027 and FY 2028 revenue projections are based on a three-year average of actual revenue in FY 2024 through FY 2026. These revenue projections assume approximately 15,520 devices will be installed annually in FY 2026 and FY 2027 (15,520 devices multiplied by a $20 fee = $310,400).

ADOT REVENUE FORECAST METHODOLOGY

Fund No:	DT2226
Fund Name:	Air Quality Fund
Citation:	A.R.S. § 49-551

Fund Description:

Monies in the fund consist of an annual $1.50 fee collected from gasoline-powered and light diesel vehicle owners when registering a vehicle in the state. The fund is used for air quality research experiments and supports other air quality initiatives aimed at bringing areas of the state into accord with federal clean air standards.

ADOT's Multimodal Planning Division (MPD) uses monies from this fund to provide matching funds for Federal Transit Administration (FTA), grants for the state safety oversight (SSO), program for rail transit systems, Metropolitan Planning, Statewide Planning, Rural Transit Assistance Program (RTAP), BUS and BUS Facilities Program, payroll that cannot be charged to directly to a grant, and administrative costs associated with the study for passenger rail service between Phoenix and Tucson.

According to the State of Arizona Accounting Manual (SAAM), Topic 15, Section 21 "Transfers of Money between State Agencies", the Air Quality Fund is an "operating transfer" fund. This means that the agency receiving the funds originally, which is the Arizona Department of Environmental Quality (DEQ) in this case, books the monies from an outside source as revenue and then transfers the funds out to another agency. ADOT is the secondary receiving agency and must use an operating-transfer-in method as DEQ is acting as a conduit of funds to the secondary agency. As ADOT is the secondary agency, it must record the monies as revenue.

Forecast Methodology: (include key revenue drivers, assumptions, or changes to the fund)

ADOT does not forecast revenue for this fund. The Arizona Department of Environmental Quality (DEQ) administers the fund. The revenue included in the schedule represents the operating transfer in of the amount appropriated each year. For FY 2027, the appropriation is $874,300.

ADOT REVENUE FORECAST METHODOLOGY

Fund No:	DT2244
Fund Name:	Economic Strength Project Fund
Citation:	A.R.S. §28-6534; A.R.S. § 28-7281; A.R.S. § 28-7282; A.R.S. § 28-7286

Fund Description:

The Economic Strength Project Fund is used to fund projects that are part of the state highway system and retain and/or increase the number of jobs in the state, lead to significant capital investment in the state, or make a significant contribution to the economy of the state. Economic strength projects are recommended by the Arizona Commerce Authority and are approved by the Arizona State Transportation Board.

Forecast Methodology: (include key revenue drivers, assumptions, or changes to the fund)

Laws 2026, Chapter 141, Sec. 2 repealed the annual $1,000,000 distribution from the Highway User Revenue Fund to the Economic Strength Project fund. Additionally, Laws 2026, Chapter 141, Sec. 4 repeals the fund after June 30, 2035. This fund will continue to receive interest until all previous obligations are expended.

ADOT REVENUE FORECAST METHODOLOGY

Fund No:	DT2266
Fund Name:	Cash Deposits Fund
Citation:	A.R.S. § 35-142

Fund Description:

This fund receives cash advances, reimbursements and deposits that are used for maintenance and rental property repair.

Forecast Methodology: (include key revenue drivers, assumptions, or changes to the fund)

The revenue in the cash deposits fund are deposits for Arizona Department of Transportation (ADOT) owned lease properties located in the right-of-way (ROW) of the highways. Security deposits are held in the fund and then returned to the depositor when the lease is terminated. These deposits may be reclassed to cover an expense if there is rent due when they vacate or damage caused by the tenant. Earnest Deposits, which are collected preceding auctions held for the sale of excess land. The Earnest Deposit for the successful bidder will be reclassed to the sales coding for that parcel (to the open project or to revenue), or returned to the unsuccessful bidder(s). The fund is a holding account and returns the deposits so the disbursement is recorded as negative revenue. The revenue forecast represents the amount needed to return current deposits.

ADOT REVENUE FORECAST METHODOLOGY

Fund No:	DT2272
Fund Name:	Vehicle Inspection & Certificate of Title Enforcement Fund
Citation:	A.R.S. § 28-2012

Fund Description:

Revenues are derived from inspection fees and the sale, transfer or disposal of property seized and forfeited as a result of an investigation. This fund is used to defray the cost of investigations involving certificates of title, licensing fraud, registration enforcement, inspections for vehicle identification number (VIN) and compliance with vehicle safety standards, and other enforcement-related issues.

Forecast Methodology: (include key revenue drivers, assumptions, or changes to the fund)

Revenue consists of $20 and $50 fees for staff to perform level 2 and level 3 motor vehicle inspections to verify VINs and ensure compliance with vehicle safety standards. VIN and vehicle safety standards compliance inspections are required for salvage, stolen, or non-repairable vehicles subject to a total loss insurance settlement.

In FY 2026, per laws 2026, Chapter 126 (SB 1847), Section 121, $3,500,000 was transferred to the state general fund.

In FY 2024 ADOT personnel identified a programming error in MVD's system of record resulting in revenue being deposited to the Highway User Revenue Fund (HURF) instead of the VIT fund. A fix was implemented going forward and a transfer of $1,893,430 was made from HURF to VIT which consisted of the missing revenues for that fund for the past twenty-four months (May 2022-April 2024).

The revenue forecast methodology for FY 2027 and FY 2028 was calculated using a three-year average with rebased revenue from FY 2024 to correct for the missing revenues.

ADOT REVENUE FORECAST METHODOLOGY

Fund No:	DT2285
Fund Name:	Motor Vehicle Liability Insurance Enforcement Fund
Citation:	A.R.S. § 28-4151

Fund Description:

Revenues are derived from fees assessed for the reinstatement of motor vehicle registrations and license plates that were canceled due to lack of insurance. Owners of vehicles with lapsed insurance must pay $50 to reinstate the vehicle registration and license plate. If an uninsured vehicle is involved in an accident or a violation of a motor vehicle law, the operator may be liable for a civil penalty of $500 for a first violation, $750 for a second violation, or $1,000 for a third violation.

Although there are no restrictions on the use of this fund, it is currently used to fund efforts to ensure mandatory motor vehicle liability insurance and to verify vehicle identity and ownership. Per Laws 2026, Chapter 126 (SB 1847), $968,300 was appropriated to the Department of Public Safety (DPS) in FY 2027.

Forecast Methodology: (include key revenue drivers, assumptions, or changes to the fund)

In November 2022, MVD's insurance verification system was replaced with a new vehicle insurance verification system which slowly ramped up for the remainder of the fiscal year, being fully operational in June 2023. The old system had shortcomings that would allow an individual to avoid maintaining constant vehicle insurance status and only reestablish their coverage in time to avoid incurring the $50 reinstatement fee, before eventually canceling insurance coverage. The system now actively keeps track of, in real-time, the insurance status of all vehicle registrations for the State.

The FY 2023 revenue increased due to bringing the new system online. The FY 2024 revenue increased dramatically to $7,066,770 and continued to increase in FY 2025 to $8,615,330 in the new systems first two complete years of operation. A portion of this increase is anticipated to be temporary in nature as customers understand the requirements of the new system as seen in the FY 2026 revenues of $8,338,946, a decline of $276,385 from the prior year.

The new system identifies individuals without proper insurance in real-time. Under the old system these individuals would not have been identified. As people's behavior adjusts revenue will likely decline from FY 2025 levels. It is assumed that this fund had a peak revenue of $8,615,330 in FY 2025, a visible decline in FY 2026, and that revenue will continue to moderately reduce due to the reasons stated above in FY 2027 and FY 2028.

ADOT REVENUE FORECAST METHODOLOGY

Fund No:	DT2417
Fund Name:	Highway Expansion and Extension Loan Program Fund
Citation:	A.R.S. § 28-7674

Fund Description:

The Highway Expansion and Extension Loan program (HELP) program was established by the Arizona Legislature in 1998 as a comprehensive loan and financial assistance program for eligible highway projects in Arizona. This program provides the state and communities with a financing mechanism to stretch limited transportation dollars and bridge the gap between needs and available revenues.

HELP is a State Infrastructure Bank (SIB), a funding mechanism authorized by Congress in the National Highway System Designation Act of 1995. SIBs operate much like banks, providing financial assistance in the form of loans or credit enhancement for eligible projects. As borrowers repay principal and interest on loans, the bank is replenished and monies can be re-loaned so that the SIB becomes a self-sustaining mechanism to fund critical transportation projects. The minimum loan amount is $250,000 and loans must be repaid typically within five years.

HELP program staff review HELP applications and make recommendations to the State Transportation Board (STB) on loans and financial assistance requests. The STB has the final approval authority on all HELP loans. The HELP program is currently inactive and there are no loans outstanding.

Forecast Methodology: (include key revenue drivers, assumptions, or changes to the fund)

Revenue is from loan payments and interest earned on invested cash. There are no outstanding loans and thus no projected revenue from loan repayments. The latest HELP loan was approved in FY 2008, and the final outstanding loan was repaid in full in SFY 2013. The program is inactive due to the availability of alternative low-interest loan options.

In FY 2018 and FY 2019, $30 million was swept from the fund. In FY 2022, $1,220,800 was transferred from the HELP Fund to the ADOT Federal Programs Fund (DT2097) per Laws 2021, Chapter 408 (SB 1823), Section 128. In FY 2024 an additional $3,900 was transferred from the HELP Fund to the General Fund per Laws 2024, Chapter 209 (HB 2897), Section 133. These reduced the HELP Fund balance. The beginning FY 2027 balance is $132.

No material revenues are expected in FY 2027 or future fiscal years.

ADOT REVENUE FORECAST METHODOLOGY

Fund No:	DT2422
Fund Name:	Driving Under Influence Abatement Fund
Citation:	A.R.S. § 28-1303, A.R.S. § 28-1304, A.R.S. § 28-1382, A.R.S. § 28-1383, A.R.S. § 28-1465

Fund Description:

A fee of $250 is paid by every offender convicted of an extreme driving under the influence (DUI) offense. An extreme DUI violation is defined as a person possessing a blood alcohol concentration of 0.15 or greater. Another portion of the fund's revenue is from civil penalties assessed to an ignition interlock manufacturer or installer that fails to properly report ignition interlock data to the Arizona Department of Transportation (ADOT).

The fund's expenditures are to fund grants for political subdivisions and tribal governments for education, enforcement, prosecutorial and judicial activities related to preventing and abating, driving or operating under the influence occurrences in a motor vehicle or a motorized watercraft as defined in A.R.S. § 5-301.

Per A.R.S. § 28-1304 this fund is continuously appropriated and is exempt from the provisions of section 35-190 relating to lapsing appropriations.

Forecast Methodology: (include key revenue drivers, assumptions, or changes to the fund)

ADOT forecasts minimal revenue for this fund driven primarily by civil penalties imposed on ignition interlock device manufacturers for improper reporting of ignition interlock data.

ADOT REVENUE FORECAST METHODOLOGY

Fund No:	DT2449
Fund Name:	Employee Recognition Fund
Citation:	A.R.S. § 41-709

Fund Description:

The fund receives monies through gifts, donations, and fundraising efforts and is used to cover the costs of the Arizona Department of Transportation's (ADOT's) employee recognition programs.

Forecast Methodology: (include key revenue drivers, assumptions, or changes to the fund)

Although the fund can receive monies through gifts and donations, these donations are minimal due to ADOT's policy of not soliciting gifts due to potential conflict of interest. The employee recognition fund revenue is generated through sales of ADOT clothing and related merchandise and a Spring auction.

From FY 2020 through FY 2022 revenue collections averaged $15,000 but increased to $32,761 in FY 2023 due to increased utilization before declining in FY 2024 to $3,279 and FY 2025 to $836. FY 2027 & FY 2028 revenues are forecasted to be $2,300 based on the FY 2026 revenue collections.

ADOT REVENUE FORECAST METHODOLOGY

Fund No:	DT2463
Fund Name:	Grant Anticipation Notes Fund
Citation:	A.R.S. § 28-7615

Fund Description:

ADOT issues grant anticipation notes (GANs) to help finance the State Transportation Board's (STB) Five-Year Transportation Facilities Construction Program. GANs are generally issued by the STB for terms of 15 years or less. These notes are secured by a pledge of and repaid from ADOT's future federal aid revenues under certain grant agreements with the Federal Highway Administration (FHWA). The fund receives semi-annual reimbursements from the FHWA for the repayment of outstanding notes. Note proceeds are also deposited into this fund and then used to pay expenditures for approved federal aid projects.

Forecast Methodology: (include key revenue drivers, assumptions, or changes to the fund)

The forecast is based on actual and anticipated grant agreements with the FHWA, anticipated project expenditures and reimbursements, and anticipated interest earnings on invested bond proceeds. Since September FY 2021, no GAN bond proceeds have been invested. Current projections assume new GAN issuances in FY 2028, FY 2029, and FY 2030.

ADOT REVENUE FORECAST METHODOLOGY

Fund No:	DT2479
Fund Name:	Prop 479 Regional Area Road Fund- Maricopa
Citation:	A.R.S. § 28-6302, 42-6105.01

Fund Description:

In 2024, Maricopa County voters approved Proposition 479 that extended a ½ cent transportation excise (sales) tax. This new 20-year tax extension is effective beginning January 1, 2026, and expires on December 31, 2045. Of the taxes collected, 37% is distributed to the public transportation fund administered by the Maricopa County Regional Public Transportation Authority, while the remaining 63% is distributed to the Arizona Department of Transportation (ADOT) - administered regional area road fund (RARF). The 63% is comprised of 40.5% of Prop 479 collection dedicated for capital improvements to freeways and routes of the state system in the regional transportation plan for Maricopa County and 22.5% of Prop 479 collections for use on major arterial streets and intersection improvements in Maricopa County.

Forecast Methodology: (include key revenue drivers, assumptions, or changes to the fund)

The Maricopa Association of Governments (MAG) regional transportation plan's freeway program cash flow is a detailed model used to plan revenues and expenditures for the life cycle program that covers the period from January 2026 through the end of the Proposition 479 supported Freeway Lifecycle Program. It is a planning tool that projects future cash balances and also contributes to the planned timing and amount of future bond issues.

The cash flow is updated regularly and incorporates the annual risk analysis process (RAP) excise tax revenue forecast update produced each fall. The RAP relies on probability analysis and the independent variables used in the model. The independent variables currently in use are the Maricopa County nominal personal income growth, Maricopa County population growth, and Maricopa County construction employment growth, among others.

Revenues deposited into the RARF fund are comprised of the 63% of the county transportation excise tax, reimbursements from FHWA on federally eligible project expenditures, and interest earned on invested balances, among other sources. The county transportation excise tax revenues forecasted by the RAP process is from a ½ cent transaction privilege tax on business activities including but not limited to retail sales, contracting, utilities, rental of real and personal property, and restaurant and bar receipts.

A detailed explanation of the forecast methodology for the Arizona Department of Transportation (ADOT) Maricopa County Transportation excise tax revenues can be found on the internet at www.azdot.gov. On the home page click on *About*, click on *Financial Management Services*, click on *Transportation Funding*, click on *Regional Area Road Fund (RARF)*, and then click on *RARF Forecasting Process and Results SFY 2026-2046*. This data can be accessed directly at the URL address:

https://apps.azdot.gov/files/FMS/RARF/Forecasting/rarfcastproc2646.pdf

ADOT REVENUE FORECAST METHODOLOGY

Fund No:	DT2500
Fund Name:	IGA and ISA Fund
Citation:	A.R.S. § 35-142

Fund Description:

This fund consists of financial transactions related to intergovernmental (IGA) and interagency service agreements (ISA).

There are several ISAs in place that will continue to have activity in FY 2027 and/or FY 2028. These include:

- **ADEQ ISA:** Administration collection, distribution, and reporting of underground storage tank (UST) funds.
- **Arizona State Parks and Trails:** Dispatch services provided by ADOT Enforcement and Compliance Division (ADOT-ECD).
- **Business 1-Stop:** Maintenance and operation of Arizona's no-cost online service for starting and running a business.
- **Other:** Other agreements entered into by ADOT with other government entities where funding is received by ADOT for the delivery of goods and/or services.

Forecast Methodology: (include key revenue drivers, assumptions, or changes to the fund)

IGA and ISA Fund (DT2500) revenues and expenditures are based on projected activity for the agreements listed above.

ADOT REVENUE FORECAST METHODOLOGY

Fund No:	DT2609
Fund Name:	Motor Vehicle Dealer Enforcement Fund
Citation:	A.R.S. § 28-4504

Fund Description:

The Motor Vehicle Dealer Enforcement Fund was established by Laws 2018, Chapter 308 (HB 2510). It consists of civil penalties collected pursuant to A.R.S. § 28-4501 that result from licensed or unlicensed motor vehicle dealer activity. The Arizona Department of Transportation (ADOT) administers the fund and its associated program. The funding is to be provided by legislative appropriations. However, no monies have been appropriated from the fund since it was established. Any monies in the fund exceeding $250,000 at the end of each fiscal year are deposited into the State Highway Fund (DT2030).

Forecast Methodology: (include key revenue drivers, assumptions, or changes to the fund)

FY 2027 and FY 2028 revenues are forecasted to be $24,800 based on the two-year average of revenue collections.

ADOT REVENUE FORECAST METHODOLOGY

Fund No:	DT2650
Fund Name:	Statewide Special Plates Fund
Citation:	A.R.S. § 28-2404

Fund Description:

The Statewide Special Plates Fund receives monies from the sale of special license plates. Of the $25 annual fee for the special plate, $17 is deposited in the fund for disbursement to the specified charity or organization and $8 is deposited in the State Highway Fund.

Revenues are used for the purposes detailed in the establishing statutes of each individual special plate. When the legislature authorizes a new special plate, ADOT will produce the plate in conjunction with an organization that pays the required $32,000 deposit needed to produce the new design. The fund has multiple sub funds. Each of those sub funds can, and many times do, contain more than just one specialty plate associated with the sub fund.

Forecast Methodology: (include key revenue drivers, assumptions, or changes to the fund)

The Statewide Special Plates Fund represents a roll up of several different special license plate funds. Projections are based on historical trends and the timing of new organizational plate rollouts. The projected revenue increases are a result of increased consumer participation.

The Statewide Special Plates Fund revenue has grown as follows:

- FY 2022 to FY 2023 - 13%
- FY 2023 to FY 2024 - 10%
- FY 2024 to FY 2025 – 11%
- FY 2025 to FY 2026 – 14%

ADOT is projecting FY 2027 and FY 2028 revenue growth to be 12% and 12% respectively, an average of the growth rates above.

Revenues from this fund are distributed to each plate's designated beneficiary on a quarterly basis for 7 special plates and annually for the remaining 97 plates in February.

ADOT REVENUE FORECAST METHODOLOGY

Fund No:	DT2985
Fund Name:	State Fiscal Recovery Funds (SFRF)
Citation:	

Fund Description:

In June 2021, ADOT entered into an Interagency Service Agreement (ISA) with the Office of the Governor. The ISA allocated up to $100,000,000 from the Coronavirus State and Local Fiscal Recovery Funds that were authorized as part of the American Rescue Plan Act ("ARPA"). The allocation has been amended to a revised amount of $137,205,837.

The objective of the funding and agreement is for ADOT to invest in infrastructure to expand broadband to rural Arizona. Specifically, ADOT is increasing fiber capacity along three Interstate routes, I-17, I-19, and I-40, in what are best described as "Trunk Lines" that will both decrease costs for high-speed internet through one-time multiple use trenching and provide access to unserved and underserved areas within the State along these Trunk Lines.

Forecast Methodology: (include key revenue drivers, assumptions, or changes to the fund)

ADOT is projecting the funding to be expended from FY 2022 through mid-FY 2027 to expand broadband in rural Arizona along I-17 (140 miles), I-19 (60 miles), and I-40 (200 miles).

Projections for FY 2027 are based on the status of the projects. No activity is expected for FY 2028. The I-17 and I-19 broadband expansion has been completed. The I-40 broadband expansion construction began in the Fall of 2024. This project is expected to be completed by late Summer 2026.

ADOT REVENUE FORECAST METHODOLOGY

Fund No:	DT3113
Fund Name:	Highway User Revenue Fund
Citation:	A.R.S. § 28-6533

Fund Description:

Arizona taxes motor fuels and collects a variety of fees and charges relating to the registration and operation of motor vehicles on the public highways for the state. These collections include gasoline and use fuel taxes, motor carrier taxes, vehicle license tax, motor vehicle registration fees, revenues from Proposition 207 (Smart and Safe Arizona Act) and other miscellaneous fees. These collections represent the primary non-federal source of revenues available to the state for highway construction and improvements and other related expenses. Motor fuel taxes and revenues from gasoline and use taxes, motor carrier taxes, vehicle license tax, motor vehicle registration fees, a distribution from the Smart and Safe Arizona Fund, and other fees are deposited in the Arizona Highway User Revenue Fund (HURF) and are then distributed to cities, towns, counties, and the State Highway Fund. This funding supports the Department of Transportation's administration and costs of engineering, construction and maintenance of state highways and parts of highways forming state routes, and law enforcement on state highways.

Forecast Methodology: (include key revenue drivers, assumptions, or changes to the fund)

The Highway User Revenue Fund (HURF) is distributed to the State Highway Fund, cities, towns and counties per Arizona state statute. Revenue forecasts for HURF collections incorporate the annual Risk Analysis Process (RAP) revenue forecast update produced each fall.

A detailed explanation of the forecast methodology for the Arizona Department of Transportation (ADOT) can be found on the internet at www.azdot.gov. On the home page, click on *About*, click on *Financial Management Services*, click on *Transportation Funding*, click on *Highway User Revenue Fund*, and then click on *HURF Forecasting Process and Results SFY 2026-2035*. This data can be accessed directly at the URL address:

https://apps.azdot.gov/files/FMS/HURF/Forecasting/hurfcastproc2635.pdf

ADOT REVENUE FORECAST METHODOLOGY

Fund No:	DT3701
Fund Name:	Local Agency Deposits Fund
Citation:	A.R.S. § 35-142

Fund Description:

This fund is classified as a special revenue fund. It receives monies from local agencies for a portion of the cost of local agency-sponsored road construction projects funded with federal aid. Funds received from a local government (i.e. city, town, county, etc.) are utilized by ADOT to match federal funding or pay for costs related to a roadway or other project that ADOT will administer. ADOT submits for federal reimbursement on behalf of the local agencies.

Forecast Methodology: (include key revenue drivers, assumptions, or changes to the fund)

The forecast is based on historical trends and represents estimated local agency deposits, project expenditures, and federal reimbursement related to the State Transportation Board's five-year construction project work.

ADOT REVENUE FORECAST METHODOLOGY

Fund No:	DT3737
Fund Name:	Highway Properties Fund
Citation:	A.R.S. § 28-7094C

Fund Description:

The Highway Properties Fund holds the county property tax portion of rental proceeds from ADOT-owned properties that is forwarded to the appropriate county tax office. It also holds the privilege tax portion of rental proceeds for ADOT's commercial properties that is forwarded to the Arizona Department of Revenue. Any money remaining in a taxpayer's account is returned to the taxpayer.

Forecast Methodology: (include key revenue drivers, assumptions, or changes to the fund)

The revenue in the Highway Properties Fund is from taxes paid to ADOT by entities that lease property along the right-of-way of the highways. Each year the taxes are disbursed to the appropriate county. The disbursement is recorded as negative revenue and the fund does not carry a balance. As a pass-through fund, the revenue forecast reflects the remaining cash balance and indicates that all cash is distributed and the true available cash is zero.

ADOT REVENUE FORECAST METHODOLOGY

Fund No:	DT4071
Fund Name:	State Fleet Operations Fund
Citation:	A.R.S. § 28-475

Fund Description:

Laws 2021, 1st Regular Session, Chapter 413 (SB1829) transferred the authority to operate the state fleet from the Arizona Department of Administration (ADOA) to ADOT. The bill also created a new State Fleet Operations Fund, consisting of revenues from fees paid by participating agencies, to cover the cost of operating the state fleet and maintaining fleet vehicles.

Revenues derived from fees paid by participating agencies include: usage charges (maintenance and repair), direct labor charges for non-participating agencies, Fleet Management Service Charge (FMSC), Global Positioning System (GPS) charges, fuel, fuel card, fleet focus, surplus, indirect cost allocation plan (ICAP) charges, and risk/insurance. As the size of the State Fleet changes, revenues will adjust.

Forecast Methodology: (include key revenue drivers, assumptions, or changes to the fund)

The methodology for FY 2027 and FY 2028 revenue projections is based on forecasting revenue utilizing the FY 2027 rates and three-year averages for non-rate driven revenue categories.

Agencies are billed monthly for fleet management, usage, and fuel, and those expenses are transferred into the fund as payments are received.

ADOT REVENUE FORECAST METHODOLOGY

Fund No:	DT4072
Fund Name:	State Fleet Replacement Fund
Citation:	A.R.S. § 28-476

Fund Description:

Laws 2021, 1st Regular Session, Chapter 413 (SB1829) transferred the authority to operate the state fleet from the Arizona Department of Administration (ADOA) to ADOT. The bill created a new State Vehicle Replacement Fund, consisting of revenues from fees paid by participating agencies, to cover the cost of replacing fleet vehicles. The bill also transferred the remaining balance from the ADOA Motor Vehicle Pool Revolving Fund to the State Fleet Replacement Fund.

Revenues are primarily derived from recapitalization fees paid by participating agencies for vehicle replacement. The recapitalization fee is based on the acquisition price of the vehicle plus an inflation adjustment divided by 84 months. Recapitalization rates are charged to participating agencies monthly on a per vehicle basis. At the end of the life of the vehicle, the fees collected are intended to fund a vehicle replacement.

Additional revenue is derived from sales of surplus vehicles and insurance payments.

Forecast Methodology: (include key revenue drivers, assumptions, or changes to the fund)

The State Fleet Replacement Fund was established in FY 2022. It was the first year the new recapitalization fee structure was in place. ADOT FY 2027 revenue estimates are based on the anticipated recapitalization fees for vehicles in the state fleet ($7,583,800), the transfer of funds for purchasing new vehicles ($1,620,400), and estimated insurance recovery ($750,000).

ADOT REVENUE FORECAST METHODOLOGY

Fund No:	DT5004
Fund Name:	Highway User Revenue Fund Bond Proceeds & Debt Service Fund
Citation:	A.R.S. § 28-7504

Fund Description:

This fund is used to administer Highway User Revenue (HURF) bonds and State Transportation Board (STB) funding obligations. Proceeds finance the STB's five-year transportation facilities construction program by paying for eligible construction project expenditures. HURF bond obligations are secured by and repaid with HURF revenues via monthly transfers from the State Highway Fund.

This fund receives debt service transfers from the State Highway Fund for the repayment of outstanding bonds. This fund also receives interest from the state treasury on invested fund balances. In addition, bond proceeds are deposited into this fund and then used to pay for expenditures on approved projects.

Forecast Methodology: (include key revenue drivers, assumptions, or changes to the fund)

The HURF 2023A issue closed in FY 2024. Proceeds repurchased outstanding higher interest debt used to finance portions of the Board's Five-Year Capital Program. The funds for the repayment of the higher interest debt were deposited and disbursed from this fund. The remaining proceeds of the Series 2023 Bonds are intended for the purposes of the Board's Five-Year Capital Program. The HURF 2026 bond issue of $794.7M was closed in FY 2026. The forecast is based on bond repayment schedules and anticipated project expenditures from the proceeds. Current projections assume new bond issues are in FY 2028, FY 2029, and FY 2030.

ADOT REVENUE FORECAST METHODOLOGY

Fund No:	DT5906
Fund Name:	Smart Highway Corridor Trust Fund
Citation:	A.R.S. § 28-7387

Fund Description:

The Smart Highway Corridor Trust Fund was established by Laws 2021, Chapter 351 (HB2596). Revenue consists of monies collected pursuant to A.R.S. § 28-7385 and A.R.S. § 28-7386 that result from sales or leases of access to the right-of-way (ROW) of a state highway for telecommunication facilities or telecommunication services. Sales and leases are based on distance (linear feet).

This fund is used for the first and foremost for the operations and maintenance of the broadband network infrastructure. In addition, the expansion of telecommunication facilities and telecommunication services located within rights-of-way that are managed by the Arizona Department of Transportation (ADOT). Monies in the fund are continuously appropriated.

Forecast Methodology: (include key revenue drivers, assumptions, or changes to the fund)

The Smart Highway Corridor Trust Fund program became operational in fiscal year 2024. ADOT estimates revenues of $4,565,000 FY 2027 and $4,800,000 in FY 2028. These revenues will primarily come from the following:

- **Lease Broadband Payments:** Revenue from internet service providers (e.g.,Cox) that leases state owned broadband conduit/fiber.
- **Right of Way Broadband Payments:** Revenue from internet service providers (e.g., Cox) that apply for a permit in ADOT R/W. ADOT will charge them cash or in-kind trade, for those that select cash compensation.
- **Cell Tower Revenue:** Revenue from leases from customers such as Verizon wireless, AT&T, Dish Mobile etc. that lease ADOT owned right-of-way and ADOT owned property for the development of wireless cell towers.

However, it is important to note that this majority of the revenue is dependent on anticipated lease agreements. Revenue may deviate from projections for a variety of reasons. First, because the program is in its infancy, ADOT has limited experience and/or trend data to help ascertain when telecommunications companies will submit permits to purchase or lease access to a ROW or the distance of any permits submitted. Second, telecommunications companies may opt to trade services for sales or leases in lieu of cash. In these cases, there will be no revenue received.

ADOT REVENUE FORECAST METHODOLOGY

Fund No:	DT6000
Fund Name:	State Match Advantage for Rural Transportation
Citation:	A.R.S. § 28-339

Fund Description:

Revenues from legislative appropriations are used by State Transportation Board (STB) to provide grants to assist ADOT, counties and cities/towns, excluding counties containing, and communities within, urbanized areas with a population of more than one million, with costs of developing and submitting federal transportation grants, providing match on such grants and developing projects to be submitted for such grants in the future.

Laws 2022, 2nd Regular Session, Chapter 322 (HB2872), Section 3 established the State Match Advantage for Rural Transportation Fund (AZ SMART Fund).

Monies in the fund are to be used for the following:

1. To reimburse up to fifty percent of the costs associated with developing and submitting an application for a federal grant
2. As a match for a federal grant
3. To reimburse design and other engineering services expenditures that meet federal standards for projects eligible for a federal grant

The fund shall be allocated as follows:

- 20% to counties with a population of one hundred thousand persons or more for uses 2 and 3 above
- 20% to counties with a population of less than one hundred thousand persons for uses 1-3 above
- 20% to municipalities with a population of ten thousand persons or more for uses 2 and 3 above
- 20% to municipalities with a population of less than ten thousand persons for uses 1-3 above
- 20% to ADOT for uses for uses 2 and 3 above

Note: There are some exceptions and caveats to the above distributions. The statute should be read in its entirety for complete detail of how funds are to be allocated.

Forecast Methodology: (include key revenue drivers, assumptions, or changes to the fund)

Laws 2022, 2nd Regular Session, Chapter 309 (HB 2858), Section 11 appropriated the sum of $50,000,000 from the State Highway Fund (DT2030) in FY 2023 that was transferred to the AZ SMART Fund (DT6000). Laws 2023, 1st Regular Session, Chapter 135 (SB1722), Section 15 appropriated an additional sum of $12,500,000 to the AZ SMART Fund in FY2024. Laws 2024, 2nd Regular Session, Chapter 120 (HB 2318), added modifying language to clarify responsibilities of the Board and Department, which takes effect on the general effective date of September 14, 2024. Laws 2026, 2nd Regular Session, Chapter 126 (SB1847), Section 121 transferred the sum of $6,700,000 from the AZ SMART Fund to the State General Fund in FY 2026. Laws 2026, 2nd Regular Session, Chapter 141 (HB4169) appropriates the sum of $2,500,000 annually from the Arizona Highway User Revenue Fund to the AZ SMART Fund no later than June 15 of each fiscal year, beginning in FY 2027.

The AZ SMART Program became effective September 24, 2022. STB has awarded over 65 AZ SMART grants totaling approximately $59M. By June 30, 2028 ADOT estimates an additional $10M to be awarded, depending on the timing of the release of federal grant opportunities and the award of that funding. The forecast includes all legislative transfers described above and interest earned.

Sources and Uses

Agency: Department of Transportation

Fund: DT2005 State Aviation Fund

Revenues are received from flight property, aircraft and fuel taxes, and are used for funding operations of the Multimodal Planning Division's Aeronautics Group, the Grand Canyon Airport, and the five-year Airport Development Program.

Cash Flow Summary

	FY 2026 Actuals	FY 2027 Estimate	FY 2028 Request
Beginning Balance	54,730.0	44,886.9	29,487.6
Revenue (from Revenue Schedule)	36,991.6	26,849.6	31,400.5
Total Available	**91,721.6**	**71,736.5**	**60,888.1**
Total Appropriated Disbursements	34,717.4	37,334.1	28,004.6
Total Non-Appropriated Disbursements	12,117.4	4,914.8	9,047.0
Balance Forward to Next Year	44,886.9	29,487.6	23,836.5

Appropriated Expenditure

Expenditure Categories	FY 2026 Actuals	FY 2027 Estimate	FY 2028 Request
Personal Services	1,071.0	1,327.4	1,327.4
Employee Related Expenditures	496.3	700.4	700.4
Professional & Outside Services	59.3	65.0	143.6
Travel In-State	5.0	4.0	4.0
Travel Out-Of-State	1.4	1.5	1.5
Food	-	-	-
Aid To Organizations & Individuals	(0.2)	-	-
Other Operating Expenditures	655.7	559.2	1,027.2
Equipment	-	-	-
Capital Outlay	1.1	1.2	1.2
Capital Equipment	24.1	-	-
Non-Capital Equipment	10.1	13.2	19.2
Debt Service	-	-	-
Cost Allocation & Indirect Costs	-	-	-
Transfers-Out	-	-	-
Appropriated Expenditure Sub-Total:	**2,323.7**	**2,671.9**	**3,224.5**
Non-Lapsing Authority from Prior Years	21,593.3	27,871.3	-
Administrative Adjustments	149.2	-	-
Capital Projects (Land, Bldgs, Improv)	10,651.2	6,790.9	24,780.1
Appropriated 27th Pay Roll	-	-	-
Legislative Fund Transfers	-	-	-
IT Project Transfers	-	-	-
Proposed Fund Transfer	-	-	-

Sources and Uses

Agency: Department of Transportation

Fund: DT2005 State Aviation Fund

Residual Equity Transfer	-	-	-
Transfer Due to Fund Balance Cap	-	-	-
Prior Committed or Obligated Expenditures (no entry for AY)	-	-	-
Non-Appropriated 27th Pay Roll	-	-	-
Appropriated Expenditure Total:	34,717.4	37,334.1	28,004.6
Appropriated FTE	16.0	19.0	19.0

Non-Appropriated Expenditure

Expenditure Categories	FY 2026 Actuals	FY 2027 Estimate	FY 2028 Request
Personal Services	109.8	-	-
Employee Related Expenditures	37.2	-	-
Professional & Outside Services	11,759.0	-	-
Travel In-State	-	-	-
Travel Out-Of-State	-	-	-
Food	-	-	-
Aid To Organizations & Individuals	-	-	-
Other Operating Expenditures	155.7	-	-
Equipment	-	-	-
Capital Outlay	-	-	-
Capital Equipment	-	-	-
Non-Capital Equipment	-	-	-
Debt Service	-	-	-
Cost Allocation & Indirect Costs	-	-	-
Transfers-Out	-	-	-
Non-Appropriated Expenditure Sub-Total:	**12,061.8**	**-**	**-**
Non-Lapsing Authority from Prior Years	-	-	-
Administrative Adjustments	-	-	-
Capital Projects (Land, Bldgs, Improv)	-	-	-
Appropriated 27th Pay Roll	-	-	-
Legislative Fund Transfers	-	-	-
IT Project Transfers	-	-	-
Proposed Fund Transfer	-	-	-
Residual Equity Transfer	55.5	-	-
Transfer Due to Fund Balance Cap	-	-	-
Prior Committed or Obligated Expenditures (no entry for AY)	-	4,914.8	9,047.0
Non-Appropriated 27th Pay Roll	-	-	-

Sources and Uses

Agency:	Department of Transportation			
Fund:	**DT2005**	**State Aviation Fund**		
Non-Appropriated Expenditure Total:		12,117.4	4,914.8	9,047.0
Non-Appropriated FTE		-	-	-

Sources and Uses

Agency: Department of Transportation

Fund: DT2029 Regional Area Road Fund - Maricopa County

Revenues are received from Maricopa County Transportation Excise Tax monies and are used for the construction of certain state highways and arterial streets within Maricopa County.

Cash Flow Summary

	FY 2026 Actuals	FY 2027 Estimate	FY 2028 Request
Beginning Balance	1,101,980.9	1,170,056.3	1,193,989.4
Revenue (from Revenue Schedule)	741,813.9	752,092.5	335,894.3
Total Available	**1,843,794.7**	**1,922,148.8**	**1,529,883.7**
Total Appropriated Disbursements	-	116,200.0	49,000.0
Total Non-Appropriated Disbursements	673,738.4	611,959.4	598,491.0
Balance Forward to Next Year	1,170,056.3	1,193,989.4	882,392.7

Appropriated Expenditure

Expenditure Categories	FY 2026 Actuals	FY 2027 Estimate	FY 2028 Request
Personal Services	-	-	-
Employee Related Expenditures	-	-	-
Professional & Outside Services	-	-	-
Travel In-State	-	-	-
Travel Out-Of-State	-	-	-
Food	-	-	-
Aid To Organizations & Individuals	-	-	-
Other Operating Expenditures	-	-	-
Equipment	-	-	-
Capital Outlay	-	-	-
Capital Equipment	-	-	-
Non-Capital Equipment	-	-	-
Debt Service	-	-	-
Cost Allocation & Indirect Costs	-	-	-
Transfers-Out	-	-	-
Appropriated Expenditure Sub-Total:	**-**	**-**	**-**
Non-Lapsing Authority from Prior Years	-	-	-
Administrative Adjustments	-	-	-
Capital Projects (Land, Bldgs, Improv)	-	116,200.0	49,000.0
Appropriated 27th Pay Roll	-	-	-
Legislative Fund Transfers	-	-	-
IT Project Transfers	-	-	-
Proposed Fund Transfer	-	-	-

Sources and Uses

Agency: Department of Transportation

Fund: DT2029 Regional Area Road Fund - Maricopa County

Residual Equity Transfer	-	-	-
Transfer Due to Fund Balance Cap	-	-	-
Prior Committed or Obligated Expenditures (no entry for AY)	-	-	-
Non-Appropriated 27th Pay Roll	-	-	-
Appropriated Expenditure Total:	-	116,200.0	49,000.0
Appropriated FTE	-	-	-

Non-Appropriated Expenditure

Expenditure Categories	FY 2026 Actuals	FY 2027 Estimate	FY 2028 Request
Personal Services	4,921.2	-	-
Employee Related Expenditures	1,812.5	-	-
Professional & Outside Services	63,899.5	-	-
Travel In-State	0.1	-	-
Travel Out-Of-State	3.3	-	-
Food	-	-	-
Aid To Organizations & Individuals	33,039.8	-	-
Other Operating Expenditures	20,527.9	-	-
Equipment	-	-	-
Capital Outlay	508,927.2	-	-
Capital Equipment	-	-	-
Non-Capital Equipment	2,697.8	-	-
Debt Service	-	-	-
Cost Allocation & Indirect Costs	37,909.1	-	-
Transfers-Out	-	-	-
Non-Appropriated Expenditure Sub-Total:	**673,738.4**	**-**	**-**
Non-Lapsing Authority from Prior Years	-	-	-
Administrative Adjustments	-	-	-
Capital Projects (Land, Bldgs, Improv)	-	-	-
Appropriated 27th Pay Roll	-	-	-
Legislative Fund Transfers	-	-	-
IT Project Transfers	-	-	-
Proposed Fund Transfer	-	-	-
Residual Equity Transfer	-	-	-
Transfer Due to Fund Balance Cap	-	-	-
Prior Committed or Obligated Expenditures (no entry for AY)	-	611,959.4	598,491.0
Non-Appropriated 27th Pay Roll	-	-	-

Sources and Uses

Agency:	Department of Transportation

Fund:	DT2029	Regional Area Road Fund - Maricopa County			
Non-Appropriated Expenditure Total:			673,738.4	611,959.4	598,491.0
Non-Appropriated FTE			-	-	-

Sources and Uses

Agency: Department of Transportation

Fund: DT2030 State Highway Fund

Revenues are received from statutory transfers from the Highway User Revenue Fund and are used to support the Department of Transportation's administration and costs of engineering, construction and maintenance of state highways and parts of highways forming state routes, and law enforcement on state highways.

Cash Flow Summary

	FY 2026 Actuals	FY 2027 Estimate	FY 2028 Request
Beginning Balance	1,974,060.2	2,015,592.4	1,586,561.0
Revenue (from Revenue Schedule)	1,800,458.3	1,606,028.8	1,703,247.3
Total Available	**3,774,518.5**	**3,621,621.2**	**3,289,808.3**
Total Appropriated Disbursements	932,637.5	711,615.5	774,182.2
Total Non-Appropriated Disbursements	826,288.6	1,323,444.7	2,044,478.1
Balance Forward to Next Year	2,015,592.4	1,586,561.0	471,148.0

Appropriated Expenditure

Expenditure Categories	FY 2026 Actuals	FY 2027 Estimate	FY 2028 Request
Personal Services	186,703.9	201,401.1	201,996.4
Employee Related Expenditures	90,203.5	102,065.2	102,353.3
Professional & Outside Services	10,462.5	10,706.7	13,716.3
Travel In-State	1,059.3	1,025.0	1,025.0
Travel Out-Of-State	192.9	168.6	168.6
Food	11.2	0.8	0.8
Aid To Organizations & Individuals	0.1	-	-
Other Operating Expenditures	207,750.8	273,145.6	272,983.8
Equipment	-	-	-
Capital Outlay	89.9	56.1	56.1
Capital Equipment	24,617.1	26,161.0	26,615.7
Non-Capital Equipment	3,608.5	2,591.0	2,774.1
Debt Service	-	-	-
Cost Allocation & Indirect Costs	(57,044.2)	(65,200.0)	(65,200.0)
Transfers-Out	137.0	465.7	465.7
Appropriated Expenditure Sub-Total:	**467,792.3**	**552,586.8**	**556,955.8**
Non-Lapsing Authority from Prior Years	99,318.6	38,704.7	-
Administrative Adjustments	38,028.3	-	-
Capital Projects (Land, Bldgs, Improv)	309,498.3	120,324.0	217,226.4
Appropriated 27th Pay Roll	-	-	-
Legislative Fund Transfers	18,000.0	-	-
IT Project Transfers	-	-	-
Proposed Fund Transfer	-	-	-

Sources and Uses

Agency: Department of Transportation

Fund: DT2030 State Highway Fund

Residual Equity Transfer	-	-	-
Transfer Due to Fund Balance Cap	-	-	-
Prior Committed or Obligated Expenditures (no entry for AY)	-	-	-
Non-Appropriated 27th Pay Roll	-	-	-
Appropriated Expenditure Total:	932,637.5	711,615.5	774,182.2
Appropriated FTE	3,333.5	3,482.0	3,492.0

Non-Appropriated Expenditure

Expenditure Categories	FY 2026 Actuals	FY 2027 Estimate	FY 2028 Request
Personal Services	24,268.4	566.7	566.7
Employee Related Expenditures	8,571.3	239.7	239.7
Professional & Outside Services	97,376.8	40.0	40.0
Travel In-State	(19.8)	1.2	1.2
Travel Out-Of-State	98.5	-	-
Food	-	-	-
Aid To Organizations & Individuals	31,528.9	-	-
Other Operating Expenditures	27,406.2	11,112.3	11,112.3
Equipment	-	-	-
Capital Outlay	626,565.0	-	-
Capital Equipment	675.7	5.0	5.0
Non-Capital Equipment	372.0	15.0	15.0
Debt Service	-	-	-
Cost Allocation & Indirect Costs	(10,607.8)	-	-
Transfers-Out	20,048.6	-	-
Non-Appropriated Expenditure Sub-Total:	**826,283.9**	**11,979.9**	**11,979.9**
Non-Lapsing Authority from Prior Years	-	-	-
Administrative Adjustments	-	-	-
Capital Projects (Land, Bldgs, Improv)	-	-	-
Appropriated 27th Pay Roll	-	-	-
Legislative Fund Transfers	-	-	-
IT Project Transfers	-	-	-
Proposed Fund Transfer	-	-	-
Residual Equity Transfer	4.7	-	-
Transfer Due to Fund Balance Cap	-	-	-
Prior Committed or Obligated Expenditures (no entry for AY)	-	1,311,464.8	2,032,498.2
Non-Appropriated 27th Pay Roll	-	-	-

Sources and Uses

Agency:	Department of Transportation

Fund:	DT2030	State Highway Fund			
Non-Appropriated Expenditure Total:			826,288.6	1,323,444.7	2,044,478.1
Non-Appropriated FTE			3.0	5.0	5.0

Sources and Uses

Agency: Department of Transportation

Fund: DT2031 Arizona Highways Magazine Fund

Revenues are received from receipts generated from sales of the Arizona Highways Magazine and are used for the production and sales of subscriptions, maps, pamphlets, etc.

Cash Flow Summary

	FY 2026 Actuals	FY 2027 Estimate	FY 2028 Request
Beginning Balance	2,534.6	2,221.9	1,776.6
Revenue (from Revenue Schedule)	4,581.9	4,885.0	4,885.0
Total Available	**7,116.5**	**7,106.9**	**6,661.6**
Total Appropriated Disbursements	-	-	-
Total Non-Appropriated Disbursements	4,894.6	5,330.3	5,330.3
Balance Forward to Next Year	2,221.9	1,776.6	1,331.3

Appropriated Expenditure

Expenditure Categories	FY 2026 Actuals	FY 2027 Estimate	FY 2028 Request
Personal Services	-	-	-
Employee Related Expenditures	-	-	-
Professional & Outside Services	-	-	-
Travel In-State	-	-	-
Travel Out-Of-State	-	-	-
Food	-	-	-
Aid To Organizations & Individuals	-	-	-
Other Operating Expenditures	-	-	-
Equipment	-	-	-
Capital Outlay	-	-	-
Capital Equipment	-	-	-
Non-Capital Equipment	-	-	-
Debt Service	-	-	-
Cost Allocation & Indirect Costs	-	-	-
Transfers-Out	-	-	-
Appropriated Expenditure Sub-Total:	**-**	**-**	**-**
Non-Lapsing Authority from Prior Years	-	-	-
Administrative Adjustments	-	-	-
Capital Projects (Land, Bldgs, Improv)	-	-	-
Appropriated 27th Pay Roll	-	-	-
Legislative Fund Transfers	-	-	-
IT Project Transfers	-	-	-
Proposed Fund Transfer	-	-	-

Sources and Uses

Agency: Department of Transportation

Fund: DT2031 Arizona Highways Magazine Fund

Residual Equity Transfer	-	-	-
Transfer Due to Fund Balance Cap	-	-	-
Prior Committed or Obligated Expenditures (no entry for AY)	-	-	-
Non-Appropriated 27th Pay Roll	-	-	-
Appropriated Expenditure Total:	-	-	-
Appropriated FTE	-	-	-

Non-Appropriated Expenditure

Expenditure Categories	FY 2026 Actuals	FY 2027 Estimate	FY 2028 Request
Personal Services	1,314.3	1,429.8	1,429.8
Employee Related Expenditures	533.7	520.9	520.9
Professional & Outside Services	538.1	576.0	576.0
Travel In-State	0.9	1.2	1.2
Travel Out-Of-State	2.9	0.7	0.7
Food	-	-	-
Aid To Organizations & Individuals	-	-	-
Other Operating Expenditures	2,286.3	2,789.7	2,789.7
Equipment	-	-	-
Capital Outlay	-	-	-
Capital Equipment	-	-	-
Non-Capital Equipment	10.7	12.0	12.0
Debt Service	-	-	-
Cost Allocation & Indirect Costs	-	-	-
Transfers-Out	-	-	-
Non-Appropriated Expenditure Sub-Total:	**4,687.0**	**5,330.3**	**5,330.3**
Non-Lapsing Authority from Prior Years	-	-	-
Administrative Adjustments	-	-	-
Capital Projects (Land, Bldgs, Improv)	-	-	-
Appropriated 27th Pay Roll	-	-	-
Legislative Fund Transfers	-	-	-
IT Project Transfers	-	-	-
Proposed Fund Transfer	-	-	-
Residual Equity Transfer	207.6	-	-
Transfer Due to Fund Balance Cap	-	-	-
Prior Committed or Obligated Expenditures (no entry for AY)	-	-	-
Non-Appropriated 27th Pay Roll	-	-	-

Sources and Uses

Agency:	Department of Transportation

Fund:	DT2031	Arizona Highways Magazine Fund			
Non-Appropriated Expenditure Total:			4,894.6	5,330.3	5,330.3
Non-Appropriated FTE			16.0	16.0	16.0

Sources and Uses

Agency: Department of Transportation

Fund: DT2044 Highway Damage Recovery Account Fund

Revenues are received from damage caused to state highways, portions of highways forming state routes, and other state property in the right-of-way and are used for maintenance of state highways, portions of highways, and state routes

Cash Flow Summary

	FY 2026 Actuals	FY 2027 Estimate	FY 2028 Request
Beginning Balance	97.7	16.6	(1,109.4)
Revenue (from Revenue Schedule)	6,995.3	6,873.0	6,873.0
Total Available	**7,092.9**	**6,889.6**	**5,763.6**
Total Appropriated Disbursements	7,080.0	7,999.0	7,999.0
Total Non-Appropriated Disbursements	(3.7)	-	-
Balance Forward to Next Year	16.6	(1,109.4)	(2,235.4)

Explanation for Negative Ending Balance(s):

The Highway Damage Recovery Fund forecasts a negative balance in FY 2027 and FY 2028. ADOT is limited by the available cash in the fund and the department will only spend the lessor of the appropriation or available cash. Maintaining the current appropriation level allows the department to reduce the period of deferred maintenance. This is vital for major 3rd party claims.

Appropriated Expenditure

Expenditure Categories	FY 2026 Actuals	FY 2027 Estimate	FY 2028 Request
Personal Services	-	-	-
Employee Related Expenditures	-	-	-
Professional & Outside Services	-	-	-
Travel In-State	-	-	-
Travel Out-Of-State	-	-	-
Food	-	-	-
Aid To Organizations & Individuals	-	-	-
Other Operating Expenditures	7,080.0	7,999.0	7,999.0
Equipment	-	-	-
Capital Outlay	-	-	-
Capital Equipment	-	-	-
Non-Capital Equipment	-	-	-
Debt Service	-	-	-
Cost Allocation & Indirect Costs	-	-	-
Transfers-Out	-	-	-
Appropriated Expenditure Sub-Total:	**7,080.0**	**7,999.0**	**7,999.0**
Non-Lapsing Authority from Prior Years	-	-	-
Administrative Adjustments	-	-	-

Sources and Uses

Agency: Department of Transportation

Fund: DT2044 Highway Damage Recovery Account Fund

Capital Projects (Land, Bldgs, Improv)	-	-	-
Appropriated 27th Pay Roll	-	-	-
Legislative Fund Transfers	-	-	-
IT Project Transfers	-	-	-
Proposed Fund Transfer	-	-	-
Residual Equity Transfer	-	-	-
Transfer Due to Fund Balance Cap	-	-	-
Prior Committed or Obligated Expenditures (no entry for AY)	-	-	-
Non-Appropriated 27th Pay Roll	-	-	-
Appropriated Expenditure Total:	7,080.0	7,999.0	7,999.0
Appropriated FTE	-	-	-

Non-Appropriated Expenditure

Expenditure Categories	FY 2026 Actuals	FY 2027 Estimate	FY 2028 Request
Personal Services	-	-	-
Employee Related Expenditures	-	-	-
Professional & Outside Services	-	-	-
Travel In-State	-	-	-
Travel Out-Of-State	-	-	-
Food	-	-	-
Aid To Organizations & Individuals	-	-	-
Other Operating Expenditures	-	-	-
Equipment	-	-	-
Capital Outlay	-	-	-
Capital Equipment	-	-	-
Non-Capital Equipment	-	-	-
Debt Service	-	-	-
Cost Allocation & Indirect Costs	-	-	-
Transfers-Out	-	-	-
Non-Appropriated Expenditure Sub-Total:	-	-	-
Non-Lapsing Authority from Prior Years	-	-	-
Administrative Adjustments	-	-	-
Capital Projects (Land, Bldgs, Improv)	-	-	-
Appropriated 27th Pay Roll	-	-	-
Legislative Fund Transfers	-	-	-
IT Project Transfers	-	-	-

Sources and Uses

Agency:	Department of Transportation			
Fund:	**DT2044**	**Highway Damage Recovery Account Fund**		
	Proposed Fund Transfer	-	-	-
	Residual Equity Transfer	(3.7)	-	-
	Transfer Due to Fund Balance Cap	-	-	-
	Prior Committed or Obligated Expenditures (no entry for AY)	-	-	-
	Non-Appropriated 27th Pay Roll	-	-	-
Non-Appropriated Expenditure Total:		(3.7)	-	-
Non-Appropriated FTE		-	-	-

ADOT NEGATIVE CASH BALANCE EXPLANATION

Fund No:	DT2044
Fund Name:	Highway Damage Recovery Account
Citation:	A.R.S. § 28-6994
Negative Balance Explanation:	
The Highway Damage Recovery Fund forecasts a negative balance in FY 2027 and FY 2028. ADOT is limited by the available cash in the fund and the department will only spend the lessor of the appropriation or available cash. Maintaining the current appropriation level allows the department to reduce the period of deferred maintenance. This is vital for major 3rd party claims.	

Sources and Uses

Agency: Department of Transportation

Fund: DT2071 ADOT Fleet Operations Fund

Revenues are received from charges collected from the various divisions of the Department of Transportation for renting vehicles and equipment, and are used to maintain and replace the Agency's inventory of automobiles, trucks, heavy equipment, and other field equipment.

Cash Flow Summary

	FY 2026 Actuals	FY 2027 Estimate	FY 2028 Request
Beginning Balance	7,399.2	5,546.0	5,677.1
Revenue (from Revenue Schedule)	22,787.8	28,510.0	28,510.0
Total Available	**30,187.0**	**34,056.0**	**34,187.1**
Total Appropriated Disbursements	24,640.6	28,378.9	28,674.0
Total Non-Appropriated Disbursements	0.4	-	-
Balance Forward to Next Year	5,546.0	5,677.1	5,513.1

Appropriated Expenditure

Expenditure Categories	FY 2026 Actuals	FY 2027 Estimate	FY 2028 Request
Personal Services	10,510.7	10,872.6	10,872.6
Employee Related Expenditures	5,018.9	5,901.7	5,901.7
Professional & Outside Services	382.7	425.0	425.0
Travel In-State	67.6	50.0	50.0
Travel Out-Of-State	8.5	5.0	5.0
Food	-	-	-
Aid To Organizations & Individuals	-	-	-
Other Operating Expenditures	7,547.6	10,574.6	10,869.7
Equipment	-	-	-
Capital Outlay	0.8	-	-
Capital Equipment	405.4	450.0	450.0
Non-Capital Equipment	114.3	100.0	100.0
Debt Service	-	-	-
Cost Allocation & Indirect Costs	-	-	-
Transfers-Out	-	-	-
Appropriated Expenditure Sub-Total:	**24,056.6**	**28,378.9**	**28,674.0**
Non-Lapsing Authority from Prior Years	-	-	-
Administrative Adjustments	584.0	-	-
Capital Projects (Land, Bldgs, Improv)	-	-	-
Appropriated 27th Pay Roll	-	-	-
Legislative Fund Transfers	-	-	-
IT Project Transfers	-	-	-
Proposed Fund Transfer	-	-	-

Sources and Uses

Agency: Department of Transportation

Fund: DT2071 ADOT Fleet Operations Fund

Residual Equity Transfer	-	-	-
Transfer Due to Fund Balance Cap	-	-	-
Prior Committed or Obligated Expenditures (no entry for AY)	-	-	-
Non-Appropriated 27th Pay Roll	-	-	-
Appropriated Expenditure Total:	24,640.6	28,378.9	28,674.0
Appropriated FTE	179.0	188.0	188.0

Non-Appropriated Expenditure

Expenditure Categories	FY 2026 Actuals	FY 2027 Estimate	FY 2028 Request
Personal Services	-	-	-
Employee Related Expenditures	-	-	-
Professional & Outside Services	-	-	-
Travel In-State	-	-	-
Travel Out-Of-State	-	-	-
Food	-	-	-
Aid To Organizations & Individuals	-	-	-
Other Operating Expenditures	0.4	-	-
Equipment	-	-	-
Capital Outlay	-	-	-
Capital Equipment	-	-	-
Non-Capital Equipment	-	-	-
Debt Service	-	-	-
Cost Allocation & Indirect Costs	-	-	-
Transfers-Out	-	-	-
Non-Appropriated Expenditure Sub-Total:	**0.4**	**-**	**-**
Non-Lapsing Authority from Prior Years	-	-	-
Administrative Adjustments	-	-	-
Capital Projects (Land, Bldgs, Improv)	-	-	-
Appropriated 27th Pay Roll	-	-	-
Legislative Fund Transfers	-	-	-
IT Project Transfers	-	-	-
Proposed Fund Transfer	-	-	-
Residual Equity Transfer	-	-	-
Transfer Due to Fund Balance Cap	-	-	-
Prior Committed or Obligated Expenditures (no entry for AY)	-	-	-
Non-Appropriated 27th Pay Roll	-	-	-

Sources and Uses

Agency:	Department of Transportation			
Fund:	**DT2071**	**ADOT Fleet Operations Fund**		
Non-Appropriated Expenditure Total:		0.4	-	-
Non-Appropriated FTE		-	-	-

Sources and Uses

Agency: Department of Transportation

Fund: DT2097 ADOT Federal Programs Fund

Revenues consist of a variety of federal grants that are non-federal aid highway in nature. Grants include: Federal Highway Materials Program, Federal Highway Fatality File and Federal Transit Planning Assistance.

Cash Flow Summary

	FY 2026 Actuals	FY 2027 Estimate	FY 2028 Request
Beginning Balance	6,292.9	5,413.6	5,413.6
Revenue (from Revenue Schedule)	27,591.2	23,581.1	23,581.1
Total Available	**33,884.1**	**28,994.7**	**28,994.7**
Total Appropriated Disbursements	-	-	-
Total Non-Appropriated Disbursements	28,470.5	23,581.1	23,581.1
Balance Forward to Next Year	5,413.6	5,413.6	5,413.6

Appropriated Expenditure

Expenditure Categories	FY 2026 Actuals	FY 2027 Estimate	FY 2028 Request
Personal Services	-	-	-
Employee Related Expenditures	-	-	-
Professional & Outside Services	-	-	-
Travel In-State	-	-	-
Travel Out-Of-State	-	-	-
Food	-	-	-
Aid To Organizations & Individuals	-	-	-
Other Operating Expenditures	-	-	-
Equipment	-	-	-
Capital Outlay	-	-	-
Capital Equipment	-	-	-
Non-Capital Equipment	-	-	-
Debt Service	-	-	-
Cost Allocation & Indirect Costs	-	-	-
Transfers-Out	-	-	-
Appropriated Expenditure Sub-Total:	**-**	**-**	**-**
Non-Lapsing Authority from Prior Years	-	-	-
Administrative Adjustments	-	-	-
Capital Projects (Land, Bldgs, Improv)	-	-	-
Appropriated 27th Pay Roll	-	-	-
Legislative Fund Transfers	-	-	-
IT Project Transfers	-	-	-
Proposed Fund Transfer	-	-	-

Sources and Uses

Agency: Department of Transportation

Fund: DT2097 ADOT Federal Programs Fund

Residual Equity Transfer	-	-	-
Transfer Due to Fund Balance Cap	-	-	-
Prior Committed or Obligated Expenditures (no entry for AY)	-	-	-
Non-Appropriated 27th Pay Roll	-	-	-
Appropriated Expenditure Total:	-	-	-
Appropriated FTE	-	-	-

Non-Appropriated Expenditure

Expenditure Categories	FY 2026 Actuals	FY 2027 Estimate	FY 2028 Request
Personal Services	784.9	-	-
Employee Related Expenditures	335.3	-	-
Professional & Outside Services	902.9	-	-
Travel In-State	392.0	-	-
Travel Out-Of-State	16.7	-	-
Food	-	-	-
Aid To Organizations & Individuals	25,749.3	-	-
Other Operating Expenditures	153.2	-	-
Equipment	-	-	-
Capital Outlay	-	-	-
Capital Equipment	-	-	-
Non-Capital Equipment	0.4	-	-
Debt Service	-	-	-
Cost Allocation & Indirect Costs	135.8	-	-
Transfers-Out	-	-	-
Non-Appropriated Expenditure Sub-Total:	**28,470.5**	**-**	**-**
Non-Lapsing Authority from Prior Years	-	-	-
Administrative Adjustments	-	-	-
Capital Projects (Land, Bldgs, Improv)	-	-	-
Appropriated 27th Pay Roll	-	-	-
Legislative Fund Transfers	-	-	-
IT Project Transfers	-	-	-
Proposed Fund Transfer	-	-	-
Residual Equity Transfer	-	-	-
Transfer Due to Fund Balance Cap	-	-	-
Prior Committed or Obligated Expenditures (no entry for AY)	-	23,581.1	23,581.1
Non-Appropriated 27th Pay Roll	-	-	-

Sources and Uses

Agency:	Department of Transportation			
Fund:	**DT2097**	**ADOT Federal Programs Fund**		
Non-Appropriated Expenditure Total:		28,470.5	23,581.1	23,581.1
Non-Appropriated FTE		12.0	-	-

Sources and Uses

Agency: Department of Transportation

Fund: DT2150 Abandoned Vehicles Administration Fund

Revenues are received from fees issued to owners of abandoned vehicles requiring towing or disposal, and are used for towing and disposal costs incurred by the department.

Cash Flow Summary

	FY 2026 Actuals	FY 2027 Estimate	FY 2028 Request
Beginning Balance	507.6	870.2	985.2
Revenue (from Revenue Schedule)	1,384.8	1,315.0	1,315.0
Total Available	**1,892.4**	**2,185.2**	**2,300.2**
Total Appropriated Disbursements	-	-	-
Total Non-Appropriated Disbursements	1,022.2	1,200.0	1,200.0
Balance Forward to Next Year	870.2	985.2	1,100.2

Appropriated Expenditure

Expenditure Categories	FY 2026 Actuals	FY 2027 Estimate	FY 2028 Request
Personal Services	-	-	-
Employee Related Expenditures	-	-	-
Professional & Outside Services	-	-	-
Travel In-State	-	-	-
Travel Out-Of-State	-	-	-
Food	-	-	-
Aid To Organizations & Individuals	-	-	-
Other Operating Expenditures	-	-	-
Equipment	-	-	-
Capital Outlay	-	-	-
Capital Equipment	-	-	-
Non-Capital Equipment	-	-	-
Debt Service	-	-	-
Cost Allocation & Indirect Costs	-	-	-
Transfers-Out	-	-	-
Appropriated Expenditure Sub-Total:	-	-	-
Non-Lapsing Authority from Prior Years	-	-	-
Administrative Adjustments	-	-	-
Capital Projects (Land, Bldgs, Improv)	-	-	-
Appropriated 27th Pay Roll	-	-	-
Legislative Fund Transfers	-	-	-
IT Project Transfers	-	-	-
Proposed Fund Transfer	-	-	-

Sources and Uses

Agency: Department of Transportation

Fund: DT2150 Abandoned Vehicles Administration Fund

Residual Equity Transfer	-	-	-
Transfer Due to Fund Balance Cap	-	-	-
Prior Committed or Obligated Expenditures (no entry for AY)	-	-	-
Non-Appropriated 27th Pay Roll	-	-	-
Appropriated Expenditure Total:	-	-	-
Appropriated FTE	-	-	-

Non-Appropriated Expenditure

Expenditure Categories	FY 2026 Actuals	FY 2027 Estimate	FY 2028 Request
Personal Services	-	-	-
Employee Related Expenditures	-	-	-
Professional & Outside Services	-	-	-
Travel In-State	-	-	-
Travel Out-Of-State	-	-	-
Food	-	-	-
Aid To Organizations & Individuals	-	-	-
Other Operating Expenditures	1,022.2	1,200.0	1,200.0
Equipment	-	-	-
Capital Outlay	-	-	-
Capital Equipment	-	-	-
Non-Capital Equipment	-	-	-
Debt Service	-	-	-
Cost Allocation & Indirect Costs	-	-	-
Transfers-Out	-	-	-
Non-Appropriated Expenditure Sub-Total:	**1,022.2**	**1,200.0**	**1,200.0**
Non-Lapsing Authority from Prior Years	-	-	-
Administrative Adjustments	-	-	-
Capital Projects (Land, Bldgs, Improv)	-	-	-
Appropriated 27th Pay Roll	-	-	-
Legislative Fund Transfers	-	-	-
IT Project Transfers	-	-	-
Proposed Fund Transfer	-	-	-
Residual Equity Transfer	-	-	-
Transfer Due to Fund Balance Cap	-	-	-
Prior Committed or Obligated Expenditures (no entry for AY)	-	-	-
Non-Appropriated 27th Pay Roll	-	-	-

Sources and Uses

Agency:	Department of Transportation			
Fund:	**DT2150**	**Abandoned Vehicles Administration Fund**		
Non-Appropriated Expenditure Total:		1,022.2	1,200.0	1,200.0
Non-Appropriated FTE		-	-	-

Sources and Uses

Agency: Department of Transportation

Fund: DT2208 Ignition Interlock Device Fund

Revenues come from fees collected by ignition interlock service providers for each ignition interlock device installed. Funds are used to administer the ignition interlock device program at the Arizona Department of Transportation.

Cash Flow Summary

	FY 2026 Actuals	FY 2027 Estimate	FY 2028 Request
Beginning Balance	111.6	38.5	(1.7)
Revenue (from Revenue Schedule)	304.8	310.4	310.4
Total Available	**416.4**	**348.9**	**308.7**
Total Appropriated Disbursements	377.9	350.6	350.6
Total Non-Appropriated Disbursements	-	-	-
Balance Forward to Next Year	38.5	(1.7)	(41.9)

Explanation for Negative Ending Balance(s): Please see attached negative cash balance explanation.

Appropriated Expenditure

Expenditure Categories	FY 2026 Actuals	FY 2027 Estimate	FY 2028 Request
Personal Services	206.6	235.1	235.1
Employee Related Expenditures	103.1	112.0	112.0
Professional & Outside Services	-	-	-
Travel In-State	-	-	-
Travel Out-Of-State	1.5	-	-
Food	-	-	-
Aid To Organizations & Individuals	-	-	-
Other Operating Expenditures	63.3	3.5	3.5
Equipment	-	-	-
Capital Outlay	-	-	-
Capital Equipment	-	-	-
Non-Capital Equipment	-	-	-
Debt Service	-	-	-
Cost Allocation & Indirect Costs	-	-	-
Transfers-Out	-	-	-
Appropriated Expenditure Sub-Total:	**374.4**	**350.6**	**350.6**
Non-Lapsing Authority from Prior Years	-	-	-
Administrative Adjustments	3.5	-	-
Capital Projects (Land, Bldgs, Improv)	-	-	-
Appropriated 27th Pay Roll	-	-	-
Legislative Fund Transfers	-	-	-
IT Project Transfers	-	-	-

Sources and Uses

Agency: Department of Transportation

Fund: DT2208 Ignition Interlock Device Fund

Proposed Fund Transfer	-	-	-
Residual Equity Transfer	-	-	-
Transfer Due to Fund Balance Cap	-	-	-
Prior Committed or Obligated Expenditures (no entry for AY)	-	-	-
Non-Appropriated 27th Pay Roll	-	-	-
Appropriated Expenditure Total:	377.9	350.6	350.6
Appropriated FTE	9.0	5.0	5.0

Non-Appropriated Expenditure

Expenditure Categories	FY 2026 Actuals	FY 2027 Estimate	FY 2028 Request
Personal Services	-	-	-
Employee Related Expenditures	-	-	-
Professional & Outside Services	-	-	-
Travel In-State	-	-	-
Travel Out-Of-State	-	-	-
Food	-	-	-
Aid To Organizations & Individuals	-	-	-
Other Operating Expenditures	-	-	-
Equipment	-	-	-
Capital Outlay	-	-	-
Capital Equipment	-	-	-
Non-Capital Equipment	-	-	-
Debt Service	-	-	-
Cost Allocation & Indirect Costs	-	-	-
Transfers-Out	-	-	-
Non-Appropriated Expenditure Sub-Total:	-	-	-
Non-Lapsing Authority from Prior Years	-	-	-
Administrative Adjustments	-	-	-
Capital Projects (Land, Bldgs, Improv)	-	-	-
Appropriated 27th Pay Roll	-	-	-
Legislative Fund Transfers	-	-	-
IT Project Transfers	-	-	-
Proposed Fund Transfer	-	-	-
Residual Equity Transfer	-	-	-
Transfer Due to Fund Balance Cap	-	-	-
Prior Committed or Obligated Expenditures (no entry for AY)	-	-	-

Sources and Uses

Agency:	Department of Transportation			
Fund:	**DT2208**	**Ignition Interlock Device Fund**		
Non-Appropriated 27th Pay Roll		-	-	-
Non-Appropriated Expenditure Total:		-	-	-
Non-Appropriated FTE		-	-	-

ADOT NEGATIVE CASH BALANCE EXPLANATION

Fund No:	DT2208
Fund Name:	Ignition Interlock Device Fund
Citation:	A.R.S. § 28-1469
Negative Balance Explanation:	

The Ignition Interlock Device Fund forecasts a negative balance in FY 2027. ADOT is limited by the available cash in the fund, and the department will only spend the lessor of the appropriation or available cash.

Maintaining the current appropriation level allows the department to administer the ignition interlock program. Ignition interlock devices are required for drivers who are convicted of a driving under the influence (DUI) offense involving alcohol or who refuse to submit to a test for the purpose of determining alcohol or drug content at the time of arrest. This can erode the available appropriation authority when DUI offenses rise if sufficient authority is not appropriated.

Sources and Uses

Agency: Department of Transportation

Fund: DT2226 Air Quality Fund

Revenues are received from fees collected from vehicle owners when registering a vehicle in the state, and are used for air quality research experiments, and supports other air quality initiatives aimed at bringing areas of the state into accord with federal clean air standards.

Cash Flow Summary

	FY 2026 Actuals	FY 2027 Estimate	FY 2028 Request
Beginning Balance	713.0	744.5	744.5
Revenue (from Revenue Schedule)	1,094.0	874.3	874.3
Total Available	**1,807.0**	**1,618.8**	**1,618.8**
Total Appropriated Disbursements	1,062.5	874.3	904.2
Total Non-Appropriated Disbursements	-	-	-
Balance Forward to Next Year	744.5	744.5	714.7

Appropriated Expenditure

Expenditure Categories	FY 2026 Actuals	FY 2027 Estimate	FY 2028 Request
Personal Services	371.5	488.3	507.3
Employee Related Expenditures	172.9	171.8	179.2
Professional & Outside Services	225.0	209.8	209.8
Travel In-State	0.3	0.4	0.4
Travel Out-Of-State	4.0	4.0	4.0
Food	-	-	-
Aid To Organizations & Individuals	-	-	-
Other Operating Expenditures	0.1	-	3.5
Equipment	-	-	-
Capital Outlay	-	-	-
Capital Equipment	-	-	-
Non-Capital Equipment	0.1	-	-
Debt Service	-	-	-
Cost Allocation & Indirect Costs	236.2	-	-
Transfers-Out	-	-	-
Appropriated Expenditure Sub-Total:	**1,010.1**	**874.3**	**904.2**
Non-Lapsing Authority from Prior Years	-	-	-
Administrative Adjustments	52.4	-	-
Capital Projects (Land, Bldgs, Improv)	-	-	-
Appropriated 27th Pay Roll	-	-	-
Legislative Fund Transfers	-	-	-
IT Project Transfers	-	-	-
Proposed Fund Transfer	-	-	-

Sources and Uses

Agency: Department of Transportation

Fund: DT2226 Air Quality Fund

Residual Equity Transfer	-	-	-
Transfer Due to Fund Balance Cap	-	-	-
Prior Committed or Obligated Expenditures (no entry for AY)	-	-	-
Non-Appropriated 27th Pay Roll	-	-	-
Appropriated Expenditure Total:	1,062.5	874.3	904.2
Appropriated FTE	-	11.0	12.0

Non-Appropriated Expenditure

Expenditure Categories	FY 2026 Actuals	FY 2027 Estimate	FY 2028 Request
Personal Services	-	-	-
Employee Related Expenditures	-	-	-
Professional & Outside Services	-	-	-
Travel In-State	-	-	-
Travel Out-Of-State	-	-	-
Food	-	-	-
Aid To Organizations & Individuals	-	-	-
Other Operating Expenditures	-	-	-
Equipment	-	-	-
Capital Outlay	-	-	-
Capital Equipment	-	-	-
Non-Capital Equipment	-	-	-
Debt Service	-	-	-
Cost Allocation & Indirect Costs	-	-	-
Transfers-Out	-	-	-
Non-Appropriated Expenditure Sub-Total:	-	-	-
Non-Lapsing Authority from Prior Years	-	-	-
Administrative Adjustments	-	-	-
Capital Projects (Land, Bldgs, Improv)	-	-	-
Appropriated 27th Pay Roll	-	-	-
Legislative Fund Transfers	-	-	-
IT Project Transfers	-	-	-
Proposed Fund Transfer	-	-	-
Residual Equity Transfer	-	-	-
Transfer Due to Fund Balance Cap	-	-	-
Prior Committed or Obligated Expenditures (no entry for AY)	-	-	-
Non-Appropriated 27th Pay Roll	-	-	-

Sources and Uses

Agency:	Department of Transportation			
Fund:	**DT2226**	**Air Quality Fund**		
Non-Appropriated Expenditure Total:		-	-	-
Non-Appropriated FTE		-	-	-

Sources and Uses

Agency: Department of Transportation

Fund: DT2244 Economic Strength Project Fund

Revenues are received from allocated from Highway User Revenue Funds, and are used for economic strength highway projects recommended by the Commerce and Economic Development Commission and approved by the State Transportation Board.

Cash Flow Summary

	FY 2026 Actuals	FY 2027 Estimate	FY 2028 Request
Beginning Balance	3,266.5	2,450.3	1,245.7
Revenue (from Revenue Schedule)	1,098.4	60.4	19.3
Total Available	**4,364.9**	**2,510.7**	**1,265.0**
Total Appropriated Disbursements	-	-	-
Total Non-Appropriated Disbursements	1,914.6	1,265.0	1,265.0
Balance Forward to Next Year	2,450.3	1,245.7	0.0

Appropriated Expenditure

Expenditure Categories	FY 2026 Actuals	FY 2027 Estimate	FY 2028 Request
Personal Services	-	-	-
Employee Related Expenditures	-	-	-
Professional & Outside Services	-	-	-
Travel In-State	-	-	-
Travel Out-Of-State	-	-	-
Food	-	-	-
Aid To Organizations & Individuals	-	-	-
Other Operating Expenditures	-	-	-
Equipment	-	-	-
Capital Outlay	-	-	-
Capital Equipment	-	-	-
Non-Capital Equipment	-	-	-
Debt Service	-	-	-
Cost Allocation & Indirect Costs	-	-	-
Transfers-Out	-	-	-
Appropriated Expenditure Sub-Total:	**-**	**-**	**-**
Non-Lapsing Authority from Prior Years	-	-	-
Administrative Adjustments	-	-	-
Capital Projects (Land, Bldgs, Improv)	-	-	-
Appropriated 27th Pay Roll	-	-	-
Legislative Fund Transfers	-	-	-
IT Project Transfers	-	-	-
Proposed Fund Transfer	-	-	-

Sources and Uses

Agency: Department of Transportation

Fund: DT2244 Economic Strength Project Fund

Residual Equity Transfer	-	-	-
Transfer Due to Fund Balance Cap	-	-	-
Prior Committed or Obligated Expenditures (no entry for AY)	-	-	-
Non-Appropriated 27th Pay Roll	-	-	-
Appropriated Expenditure Total:	-	-	-
Appropriated FTE	-	-	-

Non-Appropriated Expenditure

Expenditure Categories	FY 2026 Actuals	FY 2027 Estimate	FY 2028 Request
Personal Services	-	-	-
Employee Related Expenditures	-	-	-
Professional & Outside Services	-	-	-
Travel In-State	-	-	-
Travel Out-Of-State	-	-	-
Food	-	-	-
Aid To Organizations & Individuals	1,914.6	-	-
Other Operating Expenditures	-	-	-
Equipment	-	-	-
Capital Outlay	-	-	-
Capital Equipment	-	-	-
Non-Capital Equipment	-	-	-
Debt Service	-	-	-
Cost Allocation & Indirect Costs	-	-	-
Transfers-Out	-	-	-
Non-Appropriated Expenditure Sub-Total:	**1,914.6**	**-**	**-**
Non-Lapsing Authority from Prior Years	-	-	-
Administrative Adjustments	-	-	-
Capital Projects (Land, Bldgs, Improv)	-	-	-
Appropriated 27th Pay Roll	-	-	-
Legislative Fund Transfers	-	-	-
IT Project Transfers	-	-	-
Proposed Fund Transfer	-	-	-
Residual Equity Transfer	-	-	-
Transfer Due to Fund Balance Cap	-	-	-
Prior Committed or Obligated Expenditures (no entry for AY)	-	1,265.0	1,265.0
Non-Appropriated 27th Pay Roll	-	-	-

Sources and Uses

Agency:	Department of Transportation			
Fund:	**DT2244**	**Economic Strength Project Fund**		
Non-Appropriated Expenditure Total:		1,914.6	1,265.0	1,265.0
Non-Appropriated FTE		-	-	-

Sources and Uses

Agency: Department of Transportation

Fund: DT2266 Cash Deposits Fund

Revenues are received from cash advances, reimbursements and deposits and are used for state park maintenance and rental property repair.

Cash Flow Summary

	FY 2026 Actuals	FY 2027 Estimate	FY 2028 Request
Beginning Balance	2,699.9	2,156.1	0.0
Revenue (from Revenue Schedule)	(541.4)	(2,156.1)	-
Total Available	**2,158.5**	**0.0**	**0.0**
Total Appropriated Disbursements	-	-	-
Total Non-Appropriated Disbursements	2.4	-	-
Balance Forward to Next Year	2,156.1	0.0	0.0

Appropriated Expenditure

Expenditure Categories	FY 2026 Actuals	FY 2027 Estimate	FY 2028 Request
Personal Services	-	-	-
Employee Related Expenditures	-	-	-
Professional & Outside Services	-	-	-
Travel In-State	-	-	-
Travel Out-Of-State	-	-	-
Food	-	-	-
Aid To Organizations & Individuals	-	-	-
Other Operating Expenditures	-	-	-
Equipment	-	-	-
Capital Outlay	-	-	-
Capital Equipment	-	-	-
Non-Capital Equipment	-	-	-
Debt Service	-	-	-
Cost Allocation & Indirect Costs	-	-	-
Transfers-Out	-	-	-
Appropriated Expenditure Sub-Total:	**-**	**-**	**-**
Non-Lapsing Authority from Prior Years	-	-	-
Administrative Adjustments	-	-	-
Capital Projects (Land, Bldgs, Improv)	-	-	-
Appropriated 27th Pay Roll	-	-	-
Legislative Fund Transfers	-	-	-
IT Project Transfers	-	-	-
Proposed Fund Transfer	-	-	-

Sources and Uses

Agency: Department of Transportation

Fund: DT2266 Cash Deposits Fund

Residual Equity Transfer	-	-	-
Transfer Due to Fund Balance Cap	-	-	-
Prior Committed or Obligated Expenditures (no entry for AY)	-	-	-
Non-Appropriated 27th Pay Roll	-	-	-
Appropriated Expenditure Total:	-	-	-
Appropriated FTE	-	-	-

Non-Appropriated Expenditure

Expenditure Categories	FY 2026 Actuals	FY 2027 Estimate	FY 2028 Request
Personal Services	-	-	-
Employee Related Expenditures	-	-	-
Professional & Outside Services	-	-	-
Travel In-State	0.2	-	-
Travel Out-Of-State	-	-	-
Food	-	-	-
Aid To Organizations & Individuals	-	-	-
Other Operating Expenditures	-	-	-
Equipment	-	-	-
Capital Outlay	-	-	-
Capital Equipment	-	-	-
Non-Capital Equipment	-	-	-
Debt Service	-	-	-
Cost Allocation & Indirect Costs	-	-	-
Transfers-Out	-	-	-
Non-Appropriated Expenditure Sub-Total:	**0.2**	**-**	**-**
Non-Lapsing Authority from Prior Years	-	-	-
Administrative Adjustments	-	-	-
Capital Projects (Land, Bldgs, Improv)	-	-	-
Appropriated 27th Pay Roll	-	-	-
Legislative Fund Transfers	-	-	-
IT Project Transfers	-	-	-
Proposed Fund Transfer	-	-	-
Residual Equity Transfer	2.3	-	-
Transfer Due to Fund Balance Cap	-	-	-
Prior Committed or Obligated Expenditures (no entry for AY)	-	-	-
Non-Appropriated 27th Pay Roll	-	-	-

Sources and Uses

Agency:	Department of Transportation			
Fund:	**DT2266**	**Cash Deposits Fund**		
Non-Appropriated Expenditure Total:		2.4	-	-
Non-Appropriated FTE		-	-	-

Sources and Uses

Agency: Department of Transportation

Fund: DT2272 Vehicle Inspection and Certificate of Title Enforcement Fund

Revenues in the fund consist of inspections fees. Monies in the fund are used to defray costs of investigations involving certificates of title, licensing fraud, registration enforcement and other related issues.

Cash Flow Summary

	FY 2026 Actuals	FY 2027 Estimate	FY 2028 Request
Beginning Balance	3,481.3	636.5	1,116.2
Revenue (from Revenue Schedule)	2,336.7	2,367.4	2,367.4
Total Available	**5,818.0**	**3,003.9**	**3,483.6**
Total Appropriated Disbursements	5,181.5	1,887.7	1,887.7
Total Non-Appropriated Disbursements	-	-	-
Balance Forward to Next Year	636.5	1,116.2	1,595.9

Appropriated Expenditure

Expenditure Categories	FY 2026 Actuals	FY 2027 Estimate	FY 2028 Request
Personal Services	1,117.8	1,124.2	1,124.2
Employee Related Expenditures	506.8	716.9	716.9
Professional & Outside Services	-	-	-
Travel In-State	0.5	-	-
Travel Out-Of-State	-	-	-
Food	-	-	-
Aid To Organizations & Individuals	-	-	-
Other Operating Expenditures	30.8	46.6	46.6
Equipment	-	-	-
Capital Outlay	4.1	-	-
Capital Equipment	-	-	-
Non-Capital Equipment	5.2	-	-
Debt Service	-	-	-
Cost Allocation & Indirect Costs	-	-	-
Transfers-Out	-	-	-
Appropriated Expenditure Sub-Total:	**1,665.2**	**1,887.7**	**1,887.7**
Non-Lapsing Authority from Prior Years	-	-	-
Administrative Adjustments	16.2	-	-
Capital Projects (Land, Bldgs, Improv)	-	-	-
Appropriated 27th Pay Roll	-	-	-
Legislative Fund Transfers	3,500.0	-	-
IT Project Transfers	-	-	-
Proposed Fund Transfer	-	-	-

Sources and Uses

Agency: Department of Transportation

Fund: DT2272 Vehicle Inspection and Certificate of Title Enforcement Fund

Residual Equity Transfer	-	-	-
Transfer Due to Fund Balance Cap	-	-	-
Prior Committed or Obligated Expenditures (no entry for AY)	-	-	-
Non-Appropriated 27th Pay Roll	-	-	-
Appropriated Expenditure Total:	5,181.5	1,887.7	1,887.7
Appropriated FTE	15.0	27.0	27.0

Non-Appropriated Expenditure

Expenditure Categories	FY 2026 Actuals	FY 2027 Estimate	FY 2028 Request
Personal Services	-	-	-
Employee Related Expenditures	-	-	-
Professional & Outside Services	-	-	-
Travel In-State	-	-	-
Travel Out-Of-State	-	-	-
Food	-	-	-
Aid To Organizations & Individuals	-	-	-
Other Operating Expenditures	-	-	-
Equipment	-	-	-
Capital Outlay	-	-	-
Capital Equipment	-	-	-
Non-Capital Equipment	-	-	-
Debt Service	-	-	-
Cost Allocation & Indirect Costs	-	-	-
Transfers-Out	-	-	-
Non-Appropriated Expenditure Sub-Total:	-	-	-
Non-Lapsing Authority from Prior Years	-	-	-
Administrative Adjustments	-	-	-
Capital Projects (Land, Bldgs, Improv)	-	-	-
Appropriated 27th Pay Roll	-	-	-
Legislative Fund Transfers	-	-	-
IT Project Transfers	-	-	-
Proposed Fund Transfer	-	-	-
Residual Equity Transfer	-	-	-
Transfer Due to Fund Balance Cap	-	-	-
Prior Committed or Obligated Expenditures (no entry for AY)	-	-	-
Non-Appropriated 27th Pay Roll	-	-	-

Sources and Uses

Agency:	Department of Transportation

Fund:	DT2272	Vehicle Inspection and Certificate of Title Enforcement Fund			
Non-Appropriated Expenditure Total:			-	-	-
Non-Appropriated FTE			-	-	-

Sources and Uses

Agency: Department of Transportation

Fund: DT2285 Motor Vehicle Liability Insurance Enforcement Fund

Revenues in the fund consist of penalty fees for reinstatement of a motor vehicle registration. Monies in the fund are used to cover the program statutorily designed to help verify vehicle identity and ownership and enable the Department of Transportation to enforce mandatory motor vehicle liability insurance.

Cash Flow Summary

	FY 2026 Actuals	FY 2027 Estimate	FY 2028 Request
Beginning Balance	15,513.2	7,146.8	13,403.3
Revenue (from Revenue Schedule)	8,338.9	8,498.3	8,498.3
Total Available	**23,852.1**	**15,645.1**	**21,901.6**
Total Appropriated Disbursements	16,705.3	2,241.8	4,766.2
Total Non-Appropriated Disbursements	-	-	-
Balance Forward to Next Year	7,146.8	13,403.3	17,135.4

Appropriated Expenditure

Expenditure Categories	FY 2026 Actuals	FY 2027 Estimate	FY 2028 Request
Personal Services	928.8	962.1	962.1
Employee Related Expenditures	448.2	551.9	551.9
Professional & Outside Services	-	-	62.4
Travel In-State	0.3	-	-
Travel Out-Of-State	-	-	-
Food	-	-	-
Aid To Organizations & Individuals	-	-	-
Other Operating Expenditures	215.0	727.8	727.8
Equipment	-	-	-
Capital Outlay	-	-	-
Capital Equipment	-	-	2,462.0
Non-Capital Equipment	7.4	-	-
Debt Service	-	-	-
Cost Allocation & Indirect Costs	-	-	-
Transfers-Out	-	-	-
Appropriated Expenditure Sub-Total:	**1,599.7**	**2,241.8**	**4,766.2**
Non-Lapsing Authority from Prior Years	-	-	-
Administrative Adjustments	105.7	-	-
Capital Projects (Land, Bldgs, Improv)	-	-	-
Appropriated 27th Pay Roll	-	-	-
Legislative Fund Transfers	15,000.0	-	-
IT Project Transfers	-	-	-
Proposed Fund Transfer	-	-	-

Sources and Uses

Agency: Department of Transportation

Fund: DT2285 Motor Vehicle Liability Insurance Enforcement Fund

Residual Equity Transfer	-	-	-
Transfer Due to Fund Balance Cap	-	-	-
Prior Committed or Obligated Expenditures (no entry for AY)	-	-	-
Non-Appropriated 27th Pay Roll	-	-	-
Appropriated Expenditure Total:	16,705.3	2,241.8	4,766.2
Appropriated FTE	20.0	25.0	25.0

Non-Appropriated Expenditure

Expenditure Categories	FY 2026 Actuals	FY 2027 Estimate	FY 2028 Request
Personal Services	-	-	-
Employee Related Expenditures	-	-	-
Professional & Outside Services	-	-	-
Travel In-State	-	-	-
Travel Out-Of-State	-	-	-
Food	-	-	-
Aid To Organizations & Individuals	-	-	-
Other Operating Expenditures	-	-	-
Equipment	-	-	-
Capital Outlay	-	-	-
Capital Equipment	-	-	-
Non-Capital Equipment	-	-	-
Debt Service	-	-	-
Cost Allocation & Indirect Costs	-	-	-
Transfers-Out	-	-	-
Non-Appropriated Expenditure Sub-Total:	-	-	-
Non-Lapsing Authority from Prior Years	-	-	-
Administrative Adjustments	-	-	-
Capital Projects (Land, Bldgs, Improv)	-	-	-
Appropriated 27th Pay Roll	-	-	-
Legislative Fund Transfers	-	-	-
IT Project Transfers	-	-	-
Proposed Fund Transfer	-	-	-
Residual Equity Transfer	-	-	-
Transfer Due to Fund Balance Cap	-	-	-
Prior Committed or Obligated Expenditures (no entry for AY)	-	-	-
Non-Appropriated 27th Pay Roll	-	-	-

Sources and Uses

Agency:	Department of Transportation

Fund:	DT2285	Motor Vehicle Liability Insurance Enforcement Fund			
Non-Appropriated Expenditure Total:			-	-	-
Non-Appropriated FTE			-	-	-

Sources and Uses

Agency: Department of Transportation

Fund: DT2414 Shared Location & Advertisement Agreement Expense

Revenues in the fund consist of payments received from public and private entities that have entered into agreements with the Department of Transportation to share locations and/or advertise goods and services that are deemed to be of mutual interest to both parties. Monies deposited in the fund may be used to partially offset the cost incurred by ADOT in providing a location and advertising.

Cash Flow Summary

	FY 2026 Actuals	FY 2027 Estimate	FY 2028 Request
Beginning Balance	-	-	-
Revenue (from Revenue Schedule)	-	-	-
Total Available	-	-	-
Total Appropriated Disbursements	-	-	-
Total Non-Appropriated Disbursements	-	-	-
Balance Forward to Next Year	-	-	-

Appropriated Expenditure

Expenditure Categories	FY 2026 Actuals	FY 2027 Estimate	FY 2028 Request
Personal Services	-	-	-
Employee Related Expenditures	-	-	-
Professional & Outside Services	-	-	-
Travel In-State	-	-	-
Travel Out-Of-State	-	-	-
Food	-	-	-
Aid To Organizations & Individuals	-	-	-
Other Operating Expenditures	-	-	-
Equipment	-	-	-
Capital Outlay	-	-	-
Capital Equipment	-	-	-
Non-Capital Equipment	-	-	-
Debt Service	-	-	-
Cost Allocation & Indirect Costs	-	-	-
Transfers-Out	-	-	-
Appropriated Expenditure Sub-Total:	-	-	-
Non-Lapsing Authority from Prior Years	-	-	-
Administrative Adjustments	-	-	-
Capital Projects (Land, Bldgs, Improv)	-	-	-
Appropriated 27th Pay Roll	-	-	-
Legislative Fund Transfers	-	-	-
IT Project Transfers	-	-	-

Sources and Uses

Agency: Department of Transportation

Fund: DT2414 Shared Location & Advertisement Agreement Expense

Proposed Fund Transfer	-	-	-
Residual Equity Transfer	-	-	-
Transfer Due to Fund Balance Cap	-	-	-
Prior Committed or Obligated Expenditures (no entry for AY)	-	-	-
Non-Appropriated 27th Pay Roll	-	-	-
Appropriated Expenditure Total:	-	-	-
Appropriated FTE	-	-	-

Non-Appropriated Expenditure

Expenditure Categories	FY 2026 Actuals	FY 2027 Estimate	FY 2028 Request
Personal Services	-	-	-
Employee Related Expenditures	-	-	-
Professional & Outside Services	-	-	-
Travel In-State	-	-	-
Travel Out-Of-State	-	-	-
Food	-	-	-
Aid To Organizations & Individuals	-	-	-
Other Operating Expenditures	-	-	-
Equipment	-	-	-
Capital Outlay	-	-	-
Capital Equipment	-	-	-
Non-Capital Equipment	-	-	-
Debt Service	-	-	-
Cost Allocation & Indirect Costs	-	-	-
Transfers-Out	-	-	-
Non-Appropriated Expenditure Sub-Total:	-	-	-
Non-Lapsing Authority from Prior Years	-	-	-
Administrative Adjustments	-	-	-
Capital Projects (Land, Bldgs, Improv)	-	-	-
Appropriated 27th Pay Roll	-	-	-
Legislative Fund Transfers	-	-	-
IT Project Transfers	-	-	-
Proposed Fund Transfer	-	-	-
Residual Equity Transfer	-	-	-
Transfer Due to Fund Balance Cap	-	-	-
Prior Committed or Obligated Expenditures (no entry for AY)	-	-	-

Sources and Uses

Agency:	Department of Transportation			
Fund:	**DT2414**	**Shared Location & Advertisement Agreement Expense**		
Non-Appropriated 27th Pay Roll		-	-	-
Non-Appropriated Expenditure Total:		-	-	-
Non-Appropriated FTE		-	-	-

Sources and Uses

Agency: Department of Transportation

Fund: DT2417 Highway Expansion & Extension Loan Program Fund

Revenues consist of legislative appropriations, federal receipts, loan repayments and interests, and funding obligations issues by the State Transportation Board. The Highway Expansion and Extension Loan Program provides the state and its communities with an innovative financing mechanism to accelerate the funding of road construction projects.

Cash Flow Summary

	FY 2026 Actuals	FY 2027 Estimate	FY 2028 Request
Beginning Balance	0.1	0.1	0.1
Revenue (from Revenue Schedule)	0.0	-	-
Total Available	**0.1**	**0.1**	**0.1**
Total Appropriated Disbursements	-	-	-
Total Non-Appropriated Disbursements	-	-	-
Balance Forward to Next Year	0.1	0.1	0.1

Appropriated Expenditure

Expenditure Categories	FY 2026 Actuals	FY 2027 Estimate	FY 2028 Request
Personal Services	-	-	-
Employee Related Expenditures	-	-	-
Professional & Outside Services	-	-	-
Travel In-State	-	-	-
Travel Out-Of-State	-	-	-
Food	-	-	-
Aid To Organizations & Individuals	-	-	-
Other Operating Expenditures	-	-	-
Equipment	-	-	-
Capital Outlay	-	-	-
Capital Equipment	-	-	-
Non-Capital Equipment	-	-	-
Debt Service	-	-	-
Cost Allocation & Indirect Costs	-	-	-
Transfers-Out	-	-	-
Appropriated Expenditure Sub-Total:	**-**	**-**	**-**
Non-Lapsing Authority from Prior Years	-	-	-
Administrative Adjustments	-	-	-
Capital Projects (Land, Bldgs, Improv)	-	-	-
Appropriated 27th Pay Roll	-	-	-
Legislative Fund Transfers	-	-	-
IT Project Transfers	-	-	-
Proposed Fund Transfer	-	-	-

Sources and Uses

Agency: Department of Transportation

Fund: DT2417 Highway Expansion & Extension Loan Program Fund

Residual Equity Transfer	-	-	-
Transfer Due to Fund Balance Cap	-	-	-
Prior Committed or Obligated Expenditures (no entry for AY)	-	-	-
Non-Appropriated 27th Pay Roll	-	-	-
Appropriated Expenditure Total:	-	-	-
Appropriated FTE	-	-	-

Non-Appropriated Expenditure

Expenditure Categories	FY 2026 Actuals	FY 2027 Estimate	FY 2028 Request
Personal Services	-	-	-
Employee Related Expenditures	-	-	-
Professional & Outside Services	-	-	-
Travel In-State	-	-	-
Travel Out-Of-State	-	-	-
Food	-	-	-
Aid To Organizations & Individuals	-	-	-
Other Operating Expenditures	-	-	-
Equipment	-	-	-
Capital Outlay	-	-	-
Capital Equipment	-	-	-
Non-Capital Equipment	-	-	-
Debt Service	-	-	-
Cost Allocation & Indirect Costs	-	-	-
Transfers-Out	-	-	-
Non-Appropriated Expenditure Sub-Total:	-	-	-
Non-Lapsing Authority from Prior Years	-	-	-
Administrative Adjustments	-	-	-
Capital Projects (Land, Bldgs, Improv)	-	-	-
Appropriated 27th Pay Roll	-	-	-
Legislative Fund Transfers	-	-	-
IT Project Transfers	-	-	-
Proposed Fund Transfer	-	-	-
Residual Equity Transfer	-	-	-
Transfer Due to Fund Balance Cap	-	-	-
Prior Committed or Obligated Expenditures (no entry for AY)	-	-	-
Non-Appropriated 27th Pay Roll	-	-	-

Sources and Uses

Agency:	Department of Transportation

Fund:	DT2417	Highway Expansion & Extension Loan Program Fund			
Non-Appropriated Expenditure Total:			-	-	-
Non-Appropriated FTE			-	-	-

Sources and Uses

Agency: Department of Transportation

Fund: DT2422 Driving Under Influence Abatement Fund

The fund consists of $250 fines paid by offenders convicted of extreme or aggravated DUI and are used to fund DUI prevention and enforcement activities.

Cash Flow Summary

	FY 2026 Actuals	FY 2027 Estimate	FY 2028 Request
Beginning Balance	-	2.7	5.7
Revenue (from Revenue Schedule)	2.7	3.0	3.0
Total Available	**2.7**	**5.7**	**8.7**
Total Appropriated Disbursements	-	-	-
Total Non-Appropriated Disbursements	-	-	-
Balance Forward to Next Year	2.7	5.7	8.7

Appropriated Expenditure

Expenditure Categories	FY 2026 Actuals	FY 2027 Estimate	FY 2028 Request
Personal Services	-	-	-
Employee Related Expenditures	-	-	-
Professional & Outside Services	-	-	-
Travel In-State	-	-	-
Travel Out-Of-State	-	-	-
Food	-	-	-
Aid To Organizations & Individuals	-	-	-
Other Operating Expenditures	-	-	-
Equipment	-	-	-
Capital Outlay	-	-	-
Capital Equipment	-	-	-
Non-Capital Equipment	-	-	-
Debt Service	-	-	-
Cost Allocation & Indirect Costs	-	-	-
Transfers-Out	-	-	-
Appropriated Expenditure Sub-Total:	-	-	-
Non-Lapsing Authority from Prior Years	-	-	-
Administrative Adjustments	-	-	-
Capital Projects (Land, Bldgs, Improv)	-	-	-
Appropriated 27th Pay Roll	-	-	-
Legislative Fund Transfers	-	-	-
IT Project Transfers	-	-	-
Proposed Fund Transfer	-	-	-

Sources and Uses

Agency: Department of Transportation

Fund: DT2422 Driving Under Influence Abatement Fund

Residual Equity Transfer	-	-	-
Transfer Due to Fund Balance Cap	-	-	-
Prior Committed or Obligated Expenditures (no entry for AY)	-	-	-
Non-Appropriated 27th Pay Roll	-	-	-
Appropriated Expenditure Total:	-	-	-
Appropriated FTE	-	-	-

Non-Appropriated Expenditure

Expenditure Categories	FY 2026 Actuals	FY 2027 Estimate	FY 2028 Request
Personal Services	-	-	-
Employee Related Expenditures	-	-	-
Professional & Outside Services	-	-	-
Travel In-State	-	-	-
Travel Out-Of-State	-	-	-
Food	-	-	-
Aid To Organizations & Individuals	-	-	-
Other Operating Expenditures	-	-	-
Equipment	-	-	-
Capital Outlay	-	-	-
Capital Equipment	-	-	-
Non-Capital Equipment	-	-	-
Debt Service	-	-	-
Cost Allocation & Indirect Costs	-	-	-
Transfers-Out	-	-	-
Non-Appropriated Expenditure Sub-Total:	-	-	-
Non-Lapsing Authority from Prior Years	-	-	-
Administrative Adjustments	-	-	-
Capital Projects (Land, Bldgs, Improv)	-	-	-
Appropriated 27th Pay Roll	-	-	-
Legislative Fund Transfers	-	-	-
IT Project Transfers	-	-	-
Proposed Fund Transfer	-	-	-
Residual Equity Transfer	-	-	-
Transfer Due to Fund Balance Cap	-	-	-
Prior Committed or Obligated Expenditures (no entry for AY)	-	-	-
Non-Appropriated 27th Pay Roll	-	-	-

Sources and Uses

Agency:	Department of Transportation

Fund:	DT2422	Driving Under Influence Abatement Fund			
Non-Appropriated Expenditure Total:			-	-	-
Non-Appropriated FTE			-	-	-

Sources and Uses

Agency: Department of Transportation

Fund: DT2449 Employee Recognition Fund

Revenues are received from gifts and donations from public and private entities and are used to conduct ADOT's employee recognition programs.

Cash Flow Summary

	FY 2026 Actuals	FY 2027 Estimate	FY 2028 Request
Beginning Balance	22.7	23.9	13.2
Revenue (from Revenue Schedule)	2.3	2.3	2.3
Total Available	**25.0**	**26.2**	**15.5**
Total Appropriated Disbursements	-	-	-
Total Non-Appropriated Disbursements	1.1	13.0	13.0
Balance Forward to Next Year	23.9	13.2	2.5

Appropriated Expenditure

Expenditure Categories	FY 2026 Actuals	FY 2027 Estimate	FY 2028 Request
Personal Services	-	-	-
Employee Related Expenditures	-	-	-
Professional & Outside Services	-	-	-
Travel In-State	-	-	-
Travel Out-Of-State	-	-	-
Food	-	-	-
Aid To Organizations & Individuals	-	-	-
Other Operating Expenditures	-	-	-
Equipment	-	-	-
Capital Outlay	-	-	-
Capital Equipment	-	-	-
Non-Capital Equipment	-	-	-
Debt Service	-	-	-
Cost Allocation & Indirect Costs	-	-	-
Transfers-Out	-	-	-
Appropriated Expenditure Sub-Total:	-	-	-
Non-Lapsing Authority from Prior Years	-	-	-
Administrative Adjustments	-	-	-
Capital Projects (Land, Bldgs, Improv)	-	-	-
Appropriated 27th Pay Roll	-	-	-
Legislative Fund Transfers	-	-	-
IT Project Transfers	-	-	-
Proposed Fund Transfer	-	-	-

Sources and Uses

Agency: Department of Transportation

Fund: DT2449 Employee Recognition Fund

Residual Equity Transfer	-	-	-
Transfer Due to Fund Balance Cap	-	-	-
Prior Committed or Obligated Expenditures (no entry for AY)	-	-	-
Non-Appropriated 27th Pay Roll	-	-	-
Appropriated Expenditure Total:	-	-	-
Appropriated FTE	-	-	-

Non-Appropriated Expenditure

Expenditure Categories	FY 2026 Actuals	FY 2027 Estimate	FY 2028 Request
Personal Services	-	-	-
Employee Related Expenditures	-	-	-
Professional & Outside Services	-	-	-
Travel In-State	-	-	-
Travel Out-Of-State	-	-	-
Food	-	-	-
Aid To Organizations & Individuals	-	-	-
Other Operating Expenditures	1.1	13.0	13.0
Equipment	-	-	-
Capital Outlay	-	-	-
Capital Equipment	-	-	-
Non-Capital Equipment	-	-	-
Debt Service	-	-	-
Cost Allocation & Indirect Costs	-	-	-
Transfers-Out	-	-	-
Non-Appropriated Expenditure Sub-Total:	**1.1**	**13.0**	**13.0**
Non-Lapsing Authority from Prior Years	-	-	-
Administrative Adjustments	-	-	-
Capital Projects (Land, Bldgs, Improv)	-	-	-
Appropriated 27th Pay Roll	-	-	-
Legislative Fund Transfers	-	-	-
IT Project Transfers	-	-	-
Proposed Fund Transfer	-	-	-
Residual Equity Transfer	-	-	-
Transfer Due to Fund Balance Cap	-	-	-
Prior Committed or Obligated Expenditures (no entry for AY)	-	-	-
Non-Appropriated 27th Pay Roll	-	-	-

Sources and Uses

Agency:	Department of Transportation

Fund:	DT2449	Employee Recognition Fund			
Non-Appropriated Expenditure Total:			1.1	13.0	13.0
Non-Appropriated FTE			-	-	-

Sources and Uses

Agency: Department of Transportation

Fund: DT2463 Grant Anticipation Notes Fund

Revenues are received from the Federal Highway Administration under various grant agreements and are used for the repayment of Grant Anticipation notes.

Cash Flow Summary

	FY 2026 Actuals	FY 2027 Estimate	FY 2028 Request
Beginning Balance	-	-	-
Revenue (from Revenue Schedule)	59,941.0	12,099.5	225,188.5
Total Available	**59,941.0**	**12,099.5**	**225,188.5**
Total Appropriated Disbursements	-	-	-
Total Non-Appropriated Disbursements	59,941.0	12,099.5	41,588.5
Balance Forward to Next Year	-	-	183,600.0

Appropriated Expenditure

Expenditure Categories	FY 2026 Actuals	FY 2027 Estimate	FY 2028 Request
Personal Services	-	-	-
Employee Related Expenditures	-	-	-
Professional & Outside Services	-	-	-
Travel In-State	-	-	-
Travel Out-Of-State	-	-	-
Food	-	-	-
Aid To Organizations & Individuals	-	-	-
Other Operating Expenditures	-	-	-
Equipment	-	-	-
Capital Outlay	-	-	-
Capital Equipment	-	-	-
Non-Capital Equipment	-	-	-
Debt Service	-	-	-
Cost Allocation & Indirect Costs	-	-	-
Transfers-Out	-	-	-
Appropriated Expenditure Sub-Total:	**-**	**-**	**-**
Non-Lapsing Authority from Prior Years	-	-	-
Administrative Adjustments	-	-	-
Capital Projects (Land, Bldgs, Improv)	-	-	-
Appropriated 27th Pay Roll	-	-	-
Legislative Fund Transfers	-	-	-
IT Project Transfers	-	-	-
Proposed Fund Transfer	-	-	-

Sources and Uses

Agency: Department of Transportation

Fund: DT2463 Grant Anticipation Notes Fund

Residual Equity Transfer	-	-	-
Transfer Due to Fund Balance Cap	-	-	-
Prior Committed or Obligated Expenditures (no entry for AY)	-	-	-
Non-Appropriated 27th Pay Roll	-	-	-
Appropriated Expenditure Total:	-	-	-
Appropriated FTE	-	-	-

Non-Appropriated Expenditure

Expenditure Categories	FY 2026 Actuals	FY 2027 Estimate	FY 2028 Request
Personal Services	-	-	-
Employee Related Expenditures	-	-	-
Professional & Outside Services	-	-	-
Travel In-State	-	-	-
Travel Out-Of-State	-	-	-
Food	-	-	-
Aid To Organizations & Individuals	-	-	-
Other Operating Expenditures	-	-	-
Equipment	-	-	-
Capital Outlay	-	-	-
Capital Equipment	-	-	-
Non-Capital Equipment	-	-	-
Debt Service	29,970.5	-	-
Cost Allocation & Indirect Costs	-	-	-
Transfers-Out	29,970.5	-	-
Non-Appropriated Expenditure Sub-Total:	**59,941.0**	**-**	**-**
Non-Lapsing Authority from Prior Years	-	-	-
Administrative Adjustments	-	-	-
Capital Projects (Land, Bldgs, Improv)	-	-	-
Appropriated 27th Pay Roll	-	-	-
Legislative Fund Transfers	-	-	-
IT Project Transfers	-	-	-
Proposed Fund Transfer	-	-	-
Residual Equity Transfer	-	-	-
Transfer Due to Fund Balance Cap	-	-	-
Prior Committed or Obligated Expenditures (no entry for AY)	-	12,099.5	41,588.5
Non-Appropriated 27th Pay Roll	-	-	-

Sources and Uses

Agency:	Department of Transportation

Fund:	DT2463	Grant Anticipation Notes Fund			
Non-Appropriated Expenditure Total:			59,941.0	12,099.5	41,588.5
Non-Appropriated FTE			-	-	-

Sources and Uses

Agency: Department of Transportation

Fund: DT2479 Regional Area Road Fund - Maricopa

Revenues are from a voter-approved county transportation excise tax in Maricopa County (Proposition 479). This non-appropriated fund is held in trust by the State Treasurer and distributed by formula: 40.5% for freeways and state highways, 22.5% for arterial streets and regional infrastructure, and 37% for public transportation.

Cash Flow Summary

	FY 2026 Actuals	FY 2027 Estimate	FY 2028 Request
Beginning Balance	-	195,491.7	670,607.8
Revenue (from Revenue Schedule)	208,277.7	672,545.1	651,717.8
Total Available	**208,277.7**	**868,036.8**	**1,322,325.6**
Total Appropriated Disbursements	-	1,464.1	-
Total Non-Appropriated Disbursements	12,785.9	195,964.9	453,874.3
Balance Forward to Next Year	195,491.7	670,607.8	868,451.3

Appropriated Expenditure

Expenditure Categories	FY 2026 Actuals	FY 2027 Estimate	FY 2028 Request
Personal Services	-	-	-
Employee Related Expenditures	-	-	-
Professional & Outside Services	-	-	-
Travel In-State	-	-	-
Travel Out-Of-State	-	-	-
Food	-	-	-
Aid To Organizations & Individuals	-	-	-
Other Operating Expenditures	-	-	-
Equipment	-	-	-
Capital Outlay	-	-	-
Capital Equipment	-	-	-
Non-Capital Equipment	-	-	-
Debt Service	-	-	-
Cost Allocation & Indirect Costs	-	-	-
Transfers-Out	-	-	-
Appropriated Expenditure Sub-Total:	**-**	**-**	**-**
Non-Lapsing Authority from Prior Years	-	-	-
Administrative Adjustments	-	-	-
Capital Projects (Land, Bldgs, Improv)	-	1,464.1	-
Appropriated 27th Pay Roll	-	-	-
Legislative Fund Transfers	-	-	-
IT Project Transfers	-	-	-
Proposed Fund Transfer	-	-	-

Sources and Uses

Agency: Department of Transportation

Fund: DT2479 Regional Area Road Fund - Maricopa

Residual Equity Transfer	-	-	-
Transfer Due to Fund Balance Cap	-	-	-
Prior Committed or Obligated Expenditures (no entry for AY)	-	-	-
Non-Appropriated 27th Pay Roll	-	-	-
Appropriated Expenditure Total:	-	1,464.1	-
Appropriated FTE	-	-	-

Non-Appropriated Expenditure

Expenditure Categories	FY 2026 Actuals	FY 2027 Estimate	FY 2028 Request
Personal Services	-	-	-
Employee Related Expenditures	0.0	-	-
Professional & Outside Services	35.0	-	-
Travel In-State	-	-	-
Travel Out-Of-State	-	-	-
Food	-	-	-
Aid To Organizations & Individuals	12,750.8	-	-
Other Operating Expenditures	-	-	-
Equipment	-	-	-
Capital Outlay	-	-	-
Capital Equipment	-	-	-
Non-Capital Equipment	-	-	-
Debt Service	-	-	-
Cost Allocation & Indirect Costs	0.1	-	-
Transfers-Out	-	-	-
Non-Appropriated Expenditure Sub-Total:	**12,785.9**	**-**	**-**
Non-Lapsing Authority from Prior Years	-	-	-
Administrative Adjustments	-	-	-
Capital Projects (Land, Bldgs, Improv)	-	-	-
Appropriated 27th Pay Roll	-	-	-
Legislative Fund Transfers	-	-	-
IT Project Transfers	-	-	-
Proposed Fund Transfer	-	-	-
Residual Equity Transfer	-	-	-
Transfer Due to Fund Balance Cap	-	-	-
Prior Committed or Obligated Expenditures (no entry for AY)	-	195,964.9	453,874.3
Non-Appropriated 27th Pay Roll	-	-	-

Sources and Uses

Agency:	Department of Transportation			
Fund:	**DT2479**	**Regional Area Road Fund - Maricopa**		
Non-Appropriated Expenditure Total:		12,785.9	195,964.9	453,874.3
Non-Appropriated FTE		-	-	-

Sources and Uses

Agency: Department of Transportation

Fund: DT2500 IGA and ISA Fund

Revenues are received from and are used for the requirements of any inter-agency or inter-governmental agreements of the agency.

Cash Flow Summary

	FY 2026 Actuals	FY 2027 Estimate	FY 2028 Request
Beginning Balance	4,221.7	4,526.1	4,615.4
Revenue (from Revenue Schedule)	2,427.0	2,441.1	2,441.1
Total Available	**6,648.7**	**6,967.2**	**7,056.5**
Total Appropriated Disbursements	-	-	-
Total Non-Appropriated Disbursements	2,122.7	2,351.8	2,351.8
Balance Forward to Next Year	4,526.1	4,615.4	4,704.7

Appropriated Expenditure

Expenditure Categories	FY 2026 Actuals	FY 2027 Estimate	FY 2028 Request
Personal Services	-	-	-
Employee Related Expenditures	-	-	-
Professional & Outside Services	-	-	-
Travel In-State	-	-	-
Travel Out-Of-State	-	-	-
Food	-	-	-
Aid To Organizations & Individuals	-	-	-
Other Operating Expenditures	-	-	-
Equipment	-	-	-
Capital Outlay	-	-	-
Capital Equipment	-	-	-
Non-Capital Equipment	-	-	-
Debt Service	-	-	-
Cost Allocation & Indirect Costs	-	-	-
Transfers-Out	-	-	-
Appropriated Expenditure Sub-Total:	-	-	-
Non-Lapsing Authority from Prior Years	-	-	-
Administrative Adjustments	-	-	-
Capital Projects (Land, Bldgs, Improv)	-	-	-
Appropriated 27th Pay Roll	-	-	-
Legislative Fund Transfers	-	-	-
IT Project Transfers	-	-	-
Proposed Fund Transfer	-	-	-

Sources and Uses

Agency: Department of Transportation

Fund: DT2500 IGA and ISA Fund

Residual Equity Transfer	-	-	-
Transfer Due to Fund Balance Cap	-	-	-
Prior Committed or Obligated Expenditures (no entry for AY)	-	-	-
Non-Appropriated 27th Pay Roll	-	-	-
Appropriated Expenditure Total:	-	-	-
Appropriated FTE	-	-	-

Non-Appropriated Expenditure

Expenditure Categories	FY 2026 Actuals	FY 2027 Estimate	FY 2028 Request
Personal Services	188.7	227.9	227.9
Employee Related Expenditures	103.9	105.3	105.3
Professional & Outside Services	1,853.2	-	-
Travel In-State	-	-	-
Travel Out-Of-State	-	-	-
Food	-	-	-
Aid To Organizations & Individuals	0.0	-	-
Other Operating Expenditures	4.8	-	-
Equipment	-	-	-
Capital Outlay	-	-	-
Capital Equipment	-	-	-
Non-Capital Equipment	37.4	-	-
Debt Service	-	-	-
Cost Allocation & Indirect Costs	-	-	-
Transfers-Out	-	-	-
Non-Appropriated Expenditure Sub-Total:	**2,188.1**	**333.2**	**333.2**
Non-Lapsing Authority from Prior Years	-	-	-
Administrative Adjustments	-	-	-
Capital Projects (Land, Bldgs, Improv)	-	-	-
Appropriated 27th Pay Roll	-	-	-
Legislative Fund Transfers	-	-	-
IT Project Transfers	-	-	-
Proposed Fund Transfer	-	-	-
Residual Equity Transfer	(65.4)	-	-
Transfer Due to Fund Balance Cap	-	-	-
Prior Committed or Obligated Expenditures (no entry for AY)	-	2,018.6	2,018.6
Non-Appropriated 27th Pay Roll	-	-	-

Sources and Uses

Agency:	Department of Transportation

Fund:	DT2500	IGA and ISA Fund			
Non-Appropriated Expenditure Total:			2,122.7	2,351.8	2,351.8
Non-Appropriated FTE			4.0	4.0	4.0

Sources and Uses

Agency: Department of Transportation

Fund: DT2609 Motor Vehicle Dealer Enforcement Fund

Revenues consist of civil penalties collected pursuant to A.R.S. § 28-4504 that result from licensed or unlicensed motor vehicle dealer activity. ADOT administers the fund and its associated program. Any monies in the fund exceeding $250,000 at the end of each fiscal year are deposited into the State Highway Fund.

Cash Flow Summary

	FY 2026 Actuals	FY 2027 Estimate	FY 2028 Request
Beginning Balance	5.8	44.6	69.4
Revenue (from Revenue Schedule)	38.8	24.8	24.8
Total Available	**44.6**	**69.4**	**94.2**
Total Appropriated Disbursements	-	-	-
Total Non-Appropriated Disbursements	-	-	-
Balance Forward to Next Year	44.6	69.4	94.2

Appropriated Expenditure

Expenditure Categories	FY 2026 Actuals	FY 2027 Estimate	FY 2028 Request
Personal Services	-	-	-
Employee Related Expenditures	-	-	-
Professional & Outside Services	-	-	-
Travel In-State	-	-	-
Travel Out-Of-State	-	-	-
Food	-	-	-
Aid To Organizations & Individuals	-	-	-
Other Operating Expenditures	-	-	-
Equipment	-	-	-
Capital Outlay	-	-	-
Capital Equipment	-	-	-
Non-Capital Equipment	-	-	-
Debt Service	-	-	-
Cost Allocation & Indirect Costs	-	-	-
Transfers-Out	-	-	-
Appropriated Expenditure Sub-Total:	**-**	**-**	**-**
Non-Lapsing Authority from Prior Years	-	-	-
Administrative Adjustments	-	-	-
Capital Projects (Land, Bldgs, Improv)	-	-	-
Appropriated 27th Pay Roll	-	-	-
Legislative Fund Transfers	-	-	-
IT Project Transfers	-	-	-
Proposed Fund Transfer	-	-	-

Sources and Uses

Agency: Department of Transportation

Fund: DT2609 Motor Vehicle Dealer Enforcement Fund

Residual Equity Transfer	-	-	-
Transfer Due to Fund Balance Cap	-	-	-
Prior Committed or Obligated Expenditures (no entry for AY)	-	-	-
Non-Appropriated 27th Pay Roll	-	-	-
Appropriated Expenditure Total:	-	-	-
Appropriated FTE	-	-	-

Non-Appropriated Expenditure

Expenditure Categories	FY 2026 Actuals	FY 2027 Estimate	FY 2028 Request
Personal Services	-	-	-
Employee Related Expenditures	-	-	-
Professional & Outside Services	-	-	-
Travel In-State	-	-	-
Travel Out-Of-State	-	-	-
Food	-	-	-
Aid To Organizations & Individuals	-	-	-
Other Operating Expenditures	-	-	-
Equipment	-	-	-
Capital Outlay	-	-	-
Capital Equipment	-	-	-
Non-Capital Equipment	-	-	-
Debt Service	-	-	-
Cost Allocation & Indirect Costs	-	-	-
Transfers-Out	-	-	-
Non-Appropriated Expenditure Sub-Total:	-	-	-
Non-Lapsing Authority from Prior Years	-	-	-
Administrative Adjustments	-	-	-
Capital Projects (Land, Bldgs, Improv)	-	-	-
Appropriated 27th Pay Roll	-	-	-
Legislative Fund Transfers	-	-	-
IT Project Transfers	-	-	-
Proposed Fund Transfer	-	-	-
Residual Equity Transfer	-	-	-
Transfer Due to Fund Balance Cap	-	-	-
Prior Committed or Obligated Expenditures (no entry for AY)	-	-	-
Non-Appropriated 27th Pay Roll	-	-	-

Sources and Uses

Agency:	Department of Transportation

Fund:	DT2609	Motor Vehicle Dealer Enforcement Fund			
Non-Appropriated Expenditure Total:			-	-	-
Non-Appropriated FTE			-	-	-

Sources and Uses

Agency: Department of Transportation

Fund: DT2650 Statewide Special Plates Fund

The statewide special plates fund receives monies from the sale of a multitude of different special license plates. Of the $25 annual fee, $17 is deposited in the fund for disbursement to the specified charity or organization, and $8 is deposited in the State Highway Fund. Revenues are used for the purposes detailed in the establishing statutes of each individual special plate.

Cash Flow Summary

	FY 2026 Actuals	FY 2027 Estimate	FY 2028 Request
Beginning Balance	3,289.1	3,824.5	4,424.2
Revenue (from Revenue Schedule)	8,656.2	9,694.9	10,858.3
Total Available	**11,945.3**	**13,519.4**	**15,282.5**
Total Appropriated Disbursements	-	-	-
Total Non-Appropriated Disbursements	8,120.8	9,095.2	10,186.6
Balance Forward to Next Year	3,824.5	4,424.2	5,095.9

Appropriated Expenditure

Expenditure Categories	FY 2026 Actuals	FY 2027 Estimate	FY 2028 Request
Personal Services	-	-	-
Employee Related Expenditures	-	-	-
Professional & Outside Services	-	-	-
Travel In-State	-	-	-
Travel Out-Of-State	-	-	-
Food	-	-	-
Aid To Organizations & Individuals	-	-	-
Other Operating Expenditures	-	-	-
Equipment	-	-	-
Capital Outlay	-	-	-
Capital Equipment	-	-	-
Non-Capital Equipment	-	-	-
Debt Service	-	-	-
Cost Allocation & Indirect Costs	-	-	-
Transfers-Out	-	-	-
Appropriated Expenditure Sub-Total:	**-**	**-**	**-**
Non-Lapsing Authority from Prior Years	-	-	-
Administrative Adjustments	-	-	-
Capital Projects (Land, Bldgs, Improv)	-	-	-
Appropriated 27th Pay Roll	-	-	-
Legislative Fund Transfers	-	-	-
IT Project Transfers	-	-	-
Proposed Fund Transfer	-	-	-

Sources and Uses

Agency: Department of Transportation

Fund: DT2650 Statewide Special Plates Fund

Residual Equity Transfer	-	-	-
Transfer Due to Fund Balance Cap	-	-	-
Prior Committed or Obligated Expenditures (no entry for AY)	-	-	-
Non-Appropriated 27th Pay Roll	-	-	-
Appropriated Expenditure Total:	-	-	-
Appropriated FTE	-	-	-

Non-Appropriated Expenditure

Expenditure Categories	FY 2026 Actuals	FY 2027 Estimate	FY 2028 Request
Personal Services	-	-	-
Employee Related Expenditures	-	-	-
Professional & Outside Services	-	-	-
Travel In-State	-	-	-
Travel Out-Of-State	-	-	-
Food	-	-	-
Aid To Organizations & Individuals	8,120.8	-	-
Other Operating Expenditures	-	-	-
Equipment	-	-	-
Capital Outlay	-	-	-
Capital Equipment	-	-	-
Non-Capital Equipment	-	-	-
Debt Service	-	-	-
Cost Allocation & Indirect Costs	-	-	-
Transfers-Out	-	-	-
Non-Appropriated Expenditure Sub-Total:	**8,120.8**	**-**	**-**
Non-Lapsing Authority from Prior Years	-	-	-
Administrative Adjustments	-	-	-
Capital Projects (Land, Bldgs, Improv)	-	-	-
Appropriated 27th Pay Roll	-	-	-
Legislative Fund Transfers	-	-	-
IT Project Transfers	-	-	-
Proposed Fund Transfer	-	-	-
Residual Equity Transfer	-	-	-
Transfer Due to Fund Balance Cap	-	-	-
Prior Committed or Obligated Expenditures (no entry for AY)	-	9,095.2	10,186.6
Non-Appropriated 27th Pay Roll	-	-	-

Sources and Uses

Agency:	Department of Transportation			
Fund:	**DT2650**	**Statewide Special Plates Fund**		
Non-Appropriated Expenditure Total:		8,120.8	9,095.2	10,186.6
Non-Appropriated FTE		-	-	-

Sources and Uses

Agency: Department of Transportation

Fund: DT2985 ADOT Coronavirus State and Local Fiscal Recovery Fund

Revenue is received from the American Rescue Plan Act (ARPA) of 2021 and is used for expenses related to addressing, mitigating, and recovering from the ongoing COVID-19 public health crisis.

Cash Flow Summary

	FY 2026 Actuals	FY 2027 Estimate	FY 2028 Request
Beginning Balance	4,812.5	3,097.9	0.0
Revenue (from Revenue Schedule)	38,801.6	4,177.3	-
Total Available	**43,614.0**	**7,275.2**	**0.0**
Total Appropriated Disbursements	-	-	-
Total Non-Appropriated Disbursements	40,516.1	7,275.2	-
Balance Forward to Next Year	3,097.9	0.0	0.0

Appropriated Expenditure

Expenditure Categories	FY 2026 Actuals	FY 2027 Estimate	FY 2028 Request
Personal Services	-	-	-
Employee Related Expenditures	-	-	-
Professional & Outside Services	-	-	-
Travel In-State	-	-	-
Travel Out-Of-State	-	-	-
Food	-	-	-
Aid To Organizations & Individuals	-	-	-
Other Operating Expenditures	-	-	-
Equipment	-	-	-
Capital Outlay	-	-	-
Capital Equipment	-	-	-
Non-Capital Equipment	-	-	-
Debt Service	-	-	-
Cost Allocation & Indirect Costs	-	-	-
Transfers-Out	-	-	-
Appropriated Expenditure Sub-Total:	**-**	**-**	**-**
Non-Lapsing Authority from Prior Years	-	-	-
Administrative Adjustments	-	-	-
Capital Projects (Land, Bldgs, Improv)	-	-	-
Appropriated 27th Pay Roll	-	-	-
Legislative Fund Transfers	-	-	-
IT Project Transfers	-	-	-
Proposed Fund Transfer	-	-	-

Sources and Uses

Agency: Department of Transportation

Fund: DT2985 ADOT Coronavirus State and Local Fiscal Recovery Fund

Residual Equity Transfer	-	-	-
Transfer Due to Fund Balance Cap	-	-	-
Prior Committed or Obligated Expenditures (no entry for AY)	-	-	-
Non-Appropriated 27th Pay Roll	-	-	-
Appropriated Expenditure Total:	-	-	-
Appropriated FTE	-	-	-

Non-Appropriated Expenditure

Expenditure Categories	FY 2026 Actuals	FY 2027 Estimate	FY 2028 Request
Personal Services	240.9	-	-
Employee Related Expenditures	85.6	-	-
Professional & Outside Services	3,026.7	-	-
Travel In-State	3.9	-	-
Travel Out-Of-State	-	-	-
Food	-	-	-
Aid To Organizations & Individuals	-	-	-
Other Operating Expenditures	0.1	-	-
Equipment	-	-	-
Capital Outlay	34,599.0	-	-
Capital Equipment	-	-	-
Non-Capital Equipment	15.7	-	-
Debt Service	-	-	-
Cost Allocation & Indirect Costs	2,544.2	-	-
Transfers-Out	-	-	-
Non-Appropriated Expenditure Sub-Total:	**40,516.1**	**-**	**-**
Non-Lapsing Authority from Prior Years	-	-	-
Administrative Adjustments	-	-	-
Capital Projects (Land, Bldgs, Improv)	-	-	-
Appropriated 27th Pay Roll	-	-	-
Legislative Fund Transfers	-	-	-
IT Project Transfers	-	-	-
Proposed Fund Transfer	-	-	-
Residual Equity Transfer	-	-	-
Transfer Due to Fund Balance Cap	-	-	-
Prior Committed or Obligated Expenditures (no entry for AY)	-	7,275.2	-
Non-Appropriated 27th Pay Roll	-	-	-

Sources and Uses

Agency:	Department of Transportation			
Fund:	**DT2985**	**ADOT Coronavirus State and Local Fiscal Recovery Fund**		
Non-Appropriated Expenditure Total:		40,516.1	7,275.2	-
Non-Appropriated FTE		-	-	-

Sources and Uses

Agency: Department of Transportation

Fund: DT3113 Highway User Revenue Fund

Revenues are received from motor fuel taxes and revenues from gasoline and use taxes, motor carrier taxes, vehicle license tax, motor vehicle registration fees, and other fees are deposited in the Arizona Highway User Revenue Fund (HURF) and are used for distribution to the cities, towns, counties, and the State Highway Fund, which is used for construction, maintenance, and law enforcement of state highways.

Cash Flow Summary

	FY 2026 Actuals	FY 2027 Estimate	FY 2028 Request
Beginning Balance	165,430.1	150,142.0	150,663.5
Revenue (from Revenue Schedule)	898,058.8	922,633.6	942,705.1
Total Available	**1,063,488.9**	**1,072,775.6**	**1,093,368.6**
Total Appropriated Disbursements	825.9	861.5	861.5
Total Non-Appropriated Disbursements	912,521.0	921,250.6	941,378.1
Balance Forward to Next Year	150,142.0	150,663.5	151,129.0

Appropriated Expenditure

Expenditure Categories	FY 2026 Actuals	FY 2027 Estimate	FY 2028 Request
Personal Services	479.9	485.7	485.7
Employee Related Expenditures	246.5	326.9	326.9
Professional & Outside Services	-	-	-
Travel In-State	2.7	3.0	3.0
Travel Out-Of-State	-	2.0	2.0
Food	-	-	-
Aid To Organizations & Individuals	-	-	-
Other Operating Expenditures	82.8	42.7	42.7
Equipment	-	-	-
Capital Outlay	-	-	-
Capital Equipment	-	-	-
Non-Capital Equipment	-	1.2	1.2
Debt Service	-	-	-
Cost Allocation & Indirect Costs	-	-	-
Transfers-Out	-	-	-
Appropriated Expenditure Sub-Total:	**811.8**	**861.5**	**861.5**
Non-Lapsing Authority from Prior Years	-	-	-
Administrative Adjustments	14.1	-	-
Capital Projects (Land, Bldgs, Improv)	-	-	-
Appropriated 27th Pay Roll	-	-	-
Legislative Fund Transfers	-	-	-
IT Project Transfers	-	-	-

Sources and Uses

Agency: Department of Transportation

Fund: DT3113 Highway User Revenue Fund

Proposed Fund Transfer	-	-	-
Residual Equity Transfer	-	-	-
Transfer Due to Fund Balance Cap	-	-	-
Prior Committed or Obligated Expenditures (no entry for AY)	-	-	-
Non-Appropriated 27th Pay Roll	-	-	-
Appropriated Expenditure Total:	825.9	861.5	861.5
Appropriated FTE	9.0	8.0	8.0

Non-Appropriated Expenditure

Expenditure Categories	FY 2026 Actuals	FY 2027 Estimate	FY 2028 Request
Personal Services	-	-	-
Employee Related Expenditures	-	-	-
Professional & Outside Services	-	-	-
Travel In-State	-	-	-
Travel Out-Of-State	-	-	-
Food	-	-	-
Aid To Organizations & Individuals	912,521.0	-	-
Other Operating Expenditures	-	-	-
Equipment	-	-	-
Capital Outlay	-	-	-
Capital Equipment	-	-	-
Non-Capital Equipment	-	-	-
Debt Service	-	-	-
Cost Allocation & Indirect Costs	-	-	-
Transfers-Out	-	-	-
Non-Appropriated Expenditure Sub-Total:	**912,521.0**	**-**	**-**
Non-Lapsing Authority from Prior Years	-	-	-
Administrative Adjustments	-	-	-
Capital Projects (Land, Bldgs, Improv)	-	-	-
Appropriated 27th Pay Roll	-	-	-
Legislative Fund Transfers	-	-	-
IT Project Transfers	-	-	-
Proposed Fund Transfer	-	-	-
Residual Equity Transfer	-	-	-
Transfer Due to Fund Balance Cap	-	-	-
Prior Committed or Obligated Expenditures (no entry for AY)	-	921,250.6	941,378.1

Sources and Uses

Agency:	Department of Transportation			
Fund:	**DT3113**	**Highway User Revenue Fund**		
Non-Appropriated 27th Pay Roll		-	-	-
Non-Appropriated Expenditure Total:		912,521.0	921,250.6	941,378.1
Non-Appropriated FTE		-	-	-

Sources and Uses

Agency: Department of Transportation

Fund: DT3701 Local Agency Deposits Fund

Revenues are received from the federal government and local agencies and are used for the payment of local agency sponsored county and secondary road construction projects.

Cash Flow Summary

	FY 2026 Actuals	FY 2027 Estimate	FY 2028 Request
Beginning Balance	76,151.4	85,350.0	98,908.2
Revenue (from Revenue Schedule)	188,630.9	236,018.9	240,342.6
Total Available	**264,782.3**	**321,368.9**	**339,250.8**
Total Appropriated Disbursements	-	-	-
Total Non-Appropriated Disbursements	179,432.2	222,460.7	226,536.1
Balance Forward to Next Year	85,350.0	98,908.2	112,714.7

Appropriated Expenditure

Expenditure Categories	FY 2026 Actuals	FY 2027 Estimate	FY 2028 Request
Personal Services	-	-	-
Employee Related Expenditures	-	-	-
Professional & Outside Services	-	-	-
Travel In-State	-	-	-
Travel Out-Of-State	-	-	-
Food	-	-	-
Aid To Organizations & Individuals	-	-	-
Other Operating Expenditures	-	-	-
Equipment	-	-	-
Capital Outlay	-	-	-
Capital Equipment	-	-	-
Non-Capital Equipment	-	-	-
Debt Service	-	-	-
Cost Allocation & Indirect Costs	-	-	-
Transfers-Out	-	-	-
Appropriated Expenditure Sub-Total:	-	-	-
Non-Lapsing Authority from Prior Years	-	-	-
Administrative Adjustments	-	-	-
Capital Projects (Land, Bldgs, Improv)	-	-	-
Appropriated 27th Pay Roll	-	-	-
Legislative Fund Transfers	-	-	-
IT Project Transfers	-	-	-
Proposed Fund Transfer	-	-	-

Sources and Uses

Agency: Department of Transportation

Fund: DT3701 Local Agency Deposits Fund

Residual Equity Transfer	-	-	-
Transfer Due to Fund Balance Cap	-	-	-
Prior Committed or Obligated Expenditures (no entry for AY)	-	-	-
Non-Appropriated 27th Pay Roll	-	-	-
Appropriated Expenditure Total:	-	-	-
Appropriated FTE	-	-	-

Non-Appropriated Expenditure

Expenditure Categories	FY 2026 Actuals	FY 2027 Estimate	FY 2028 Request
Personal Services	3,126.7	-	-
Employee Related Expenditures	1,106.5	-	-
Professional & Outside Services	19,772.2	-	-
Travel In-State	24.0	-	-
Travel Out-Of-State	-	-	-
Food	-	-	-
Aid To Organizations & Individuals	85,217.2	-	-
Other Operating Expenditures	16.1	-	-
Equipment	-	-	-
Capital Outlay	69,190.9	-	-
Capital Equipment	-	-	-
Non-Capital Equipment	-	-	-
Debt Service	-	-	-
Cost Allocation & Indirect Costs	-	-	-
Transfers-Out	978.6	-	-
Non-Appropriated Expenditure Sub-Total:	**179,432.2**	**-**	**-**
Non-Lapsing Authority from Prior Years	-	-	-
Administrative Adjustments	-	-	-
Capital Projects (Land, Bldgs, Improv)	-	-	-
Appropriated 27th Pay Roll	-	-	-
Legislative Fund Transfers	-	-	-
IT Project Transfers	-	-	-
Proposed Fund Transfer	-	-	-
Residual Equity Transfer	-	-	-
Transfer Due to Fund Balance Cap	-	-	-
Prior Committed or Obligated Expenditures (no entry for AY)	-	222,460.7	226,536.1
Non-Appropriated 27th Pay Roll	-	-	-

Sources and Uses

Agency:	Department of Transportation			
Fund:	**DT3701**	**Local Agency Deposits Fund**		
Non-Appropriated Expenditure Total:		179,432.2	222,460.7	226,536.1
Non-Appropriated FTE		-	-	-

Sources and Uses

Agency: Department of Transportation

Fund: DT3737 Highway Properties Fund

Revenues are received from county property tax portion of rental proceeds from ADOT-owned properties and are used by forwarding monies to the appropriate county tax office. In addition, the fund also holds the transaction privilege tax portion of rental proceeds for ADOT's commercial properties.

Cash Flow Summary

	FY 2026 Actuals	FY 2027 Estimate	FY 2028 Request
Beginning Balance	702.2	592.9	0.0
Revenue (from Revenue Schedule)	(109.3)	(592.9)	-
Total Available	**593.0**	**0.0**	**0.0**
Total Appropriated Disbursements	-	-	-
Total Non-Appropriated Disbursements	0.0	-	-
Balance Forward to Next Year	592.9	0.0	0.0

Appropriated Expenditure

Expenditure Categories	FY 2026 Actuals	FY 2027 Estimate	FY 2028 Request
Personal Services	-	-	-
Employee Related Expenditures	-	-	-
Professional & Outside Services	-	-	-
Travel In-State	-	-	-
Travel Out-Of-State	-	-	-
Food	-	-	-
Aid To Organizations & Individuals	-	-	-
Other Operating Expenditures	-	-	-
Equipment	-	-	-
Capital Outlay	-	-	-
Capital Equipment	-	-	-
Non-Capital Equipment	-	-	-
Debt Service	-	-	-
Cost Allocation & Indirect Costs	-	-	-
Transfers-Out	-	-	-
Appropriated Expenditure Sub-Total:	**-**	**-**	**-**
Non-Lapsing Authority from Prior Years	-	-	-
Administrative Adjustments	-	-	-
Capital Projects (Land, Bldgs, Improv)	-	-	-
Appropriated 27th Pay Roll	-	-	-
Legislative Fund Transfers	-	-	-
IT Project Transfers	-	-	-
Proposed Fund Transfer	-	-	-

Sources and Uses

Agency: Department of Transportation

Fund: DT3737 Highway Properties Fund

Residual Equity Transfer	-	-	-
Transfer Due to Fund Balance Cap	-	-	-
Prior Committed or Obligated Expenditures (no entry for AY)	-	-	-
Non-Appropriated 27th Pay Roll	-	-	-
Appropriated Expenditure Total:	-	-	-
Appropriated FTE	-	-	-

Non-Appropriated Expenditure

Expenditure Categories	FY 2026 Actuals	FY 2027 Estimate	FY 2028 Request
Personal Services	-	-	-
Employee Related Expenditures	-	-	-
Professional & Outside Services	-	-	-
Travel In-State	-	-	-
Travel Out-Of-State	-	-	-
Food	-	-	-
Aid To Organizations & Individuals	-	-	-
Other Operating Expenditures	0.0	-	-
Equipment	-	-	-
Capital Outlay	-	-	-
Capital Equipment	-	-	-
Non-Capital Equipment	-	-	-
Debt Service	-	-	-
Cost Allocation & Indirect Costs	-	-	-
Transfers-Out	-	-	-
Non-Appropriated Expenditure Sub-Total:	**0.0**	**-**	**-**
Non-Lapsing Authority from Prior Years	-	-	-
Administrative Adjustments	-	-	-
Capital Projects (Land, Bldgs, Improv)	-	-	-
Appropriated 27th Pay Roll	-	-	-
Legislative Fund Transfers	-	-	-
IT Project Transfers	-	-	-
Proposed Fund Transfer	-	-	-
Residual Equity Transfer	-	-	-
Transfer Due to Fund Balance Cap	-	-	-
Prior Committed or Obligated Expenditures (no entry for AY)	-	-	-
Non-Appropriated 27th Pay Roll	-	-	-

Sources and Uses

Agency:	Department of Transportation			
Fund:	**DT3737**	**Highway Properties Fund**		
Non-Appropriated Expenditure Total:		0.0	-	-
Non-Appropriated FTE		-	-	-

Sources and Uses

Agency: Department of Transportation

Fund: DT4071 State Fleet Operations Fund

Revenues are received from fees charged to state agencies having vehicles within the state motor vehicle fleet, and are used for the maintenance and operation of the state motor vehicle fleet.

Cash Flow Summary

	FY 2026 Actuals	FY 2027 Estimate	FY 2028 Request
Beginning Balance	5,770.7	3,422.0	(8,030.1)
Revenue (from Revenue Schedule)	22,542.1	26,932.0	25,776.6
Total Available	**28,312.8**	**30,354.0**	**17,746.5**
Total Appropriated Disbursements	24,890.9	38,384.1	34,184.1
Total Non-Appropriated Disbursements	-	-	-
Balance Forward to Next Year	3,422.0	(8,030.1)	(16,437.6)

Explanation for Negative Ending Balance(s): Please see attached negative balance explanation.

Appropriated Expenditure

Expenditure Categories	FY 2026 Actuals	FY 2027 Estimate	FY 2028 Request
Personal Services	548.8	1,676.0	1,676.0
Employee Related Expenditures	316.6	942.6	942.6
Professional & Outside Services	-	-	-
Travel In-State	-	-	-
Travel Out-Of-State	-	-	-
Food	-	-	-
Aid To Organizations & Individuals	-	-	-
Other Operating Expenditures	22,152.2	32,965.5	28,765.5
Equipment	-	-	-
Capital Outlay	-	-	-
Capital Equipment	-	-	-
Non-Capital Equipment	-	-	-
Debt Service	-	-	-
Cost Allocation & Indirect Costs	1,200.0	2,800.0	2,800.0
Transfers-Out	-	-	-
Appropriated Expenditure Sub-Total:	**24,217.6**	**38,384.1**	**34,184.1**
Non-Lapsing Authority from Prior Years	-	-	-
Administrative Adjustments	673.3	-	-
Capital Projects (Land, Bldgs, Improv)	-	-	-
Appropriated 27th Pay Roll	-	-	-
Legislative Fund Transfers	-	-	-
IT Project Transfers	-	-	-

Sources and Uses

Agency: Department of Transportation

Fund: DT4071 State Fleet Operations Fund

Proposed Fund Transfer	-	-	-
Residual Equity Transfer	-	-	-
Transfer Due to Fund Balance Cap	-	-	-
Prior Committed or Obligated Expenditures (no entry for AY)	-	-	-
Non-Appropriated 27th Pay Roll	-	-	-
Appropriated Expenditure Total:	24,890.9	38,384.1	34,184.1
Appropriated FTE	10.0	10.0	10.0

Non-Appropriated Expenditure

Expenditure Categories	FY 2026 Actuals	FY 2027 Estimate	FY 2028 Request
Personal Services	-	-	-
Employee Related Expenditures	-	-	-
Professional & Outside Services	-	-	-
Travel In-State	-	-	-
Travel Out-Of-State	-	-	-
Food	-	-	-
Aid To Organizations & Individuals	-	-	-
Other Operating Expenditures	-	-	-
Equipment	-	-	-
Capital Outlay	-	-	-
Capital Equipment	-	-	-
Non-Capital Equipment	-	-	-
Debt Service	-	-	-
Cost Allocation & Indirect Costs	-	-	-
Transfers-Out	-	-	-
Non-Appropriated Expenditure Sub-Total:	-	-	-
Non-Lapsing Authority from Prior Years	-	-	-
Administrative Adjustments	-	-	-
Capital Projects (Land, Bldgs, Improv)	-	-	-
Appropriated 27th Pay Roll	-	-	-
Legislative Fund Transfers	-	-	-
IT Project Transfers	-	-	-
Proposed Fund Transfer	-	-	-
Residual Equity Transfer	-	-	-
Transfer Due to Fund Balance Cap	-	-	-
Prior Committed or Obligated Expenditures (no entry for AY)	-	-	-

Sources and Uses

Agency:	Department of Transportation			
Fund:	**DT4071**	**State Fleet Operations Fund**		
Non-Appropriated 27th Pay Roll		-	-	-
Non-Appropriated Expenditure Total:		-	-	-
Non-Appropriated FTE		-	-	-

ADOT NEGATIVE CASH BALANCE EXPLANATION

Fund No:	DT4071
Fund Name:	State Fleet Operations Fund
Citation:	A.R.S. § 28-475

Negative Balance Explanation:

The State Fleet Operations Fund forecasts a negative balance in FY 2027. ADOT is limited by the revenue deposited in the fund and the department will only spend the lessor of the appropriation or available cash.

Maintaining the current appropriation level allows the department to maintain the vehicles in the state fleet and provide fuel for state business, including public safety operations. For example, when fuel prices increase ADOT provides fuel to many state agencies (including public safety agencies), school districts, municipalities, and so forth. When this occurs, it can dramatically increase the gallons of fuel purchased and the overall cost of fuel. This can erode the available appropriation authority if sufficient authority is not appropriated.

Sources and Uses

Agency: Department of Transportation

Fund: DT4072 State Fleet Vehicle Replacement Fund

Revenues are received from fees charged to state agencies having vehicles within the state motor vehicle fleet, and are used for the acquisition and replacement of vehicles.

Cash Flow Summary

	FY 2026 Actuals	FY 2027 Estimate	FY 2028 Request
Beginning Balance	14,009.1	16,840.4	12,518.4
Revenue (from Revenue Schedule)	17,332.0	9,289.3	9,833.8
Total Available	**31,341.1**	**26,129.7**	**22,352.2**
Total Appropriated Disbursements	14,500.7	13,611.3	10,202.2
Total Non-Appropriated Disbursements	-	-	-
Balance Forward to Next Year	16,840.4	12,518.4	12,150.0

Appropriated Expenditure

Expenditure Categories	FY 2026 Actuals	FY 2027 Estimate	FY 2028 Request
Personal Services	-	-	-
Employee Related Expenditures	-	-	-
Professional & Outside Services	-	-	-
Travel In-State	-	-	-
Travel Out-Of-State	-	-	-
Food	-	-	-
Aid To Organizations & Individuals	-	-	-
Other Operating Expenditures	6.7	-	-
Equipment	-	-	-
Capital Outlay	-	-	-
Capital Equipment	14,855.7	13,611.3	10,202.2
Non-Capital Equipment	7.3	-	-
Debt Service	-	-	-
Cost Allocation & Indirect Costs	-	-	-
Transfers-Out	(369.0)	-	-
Appropriated Expenditure Sub-Total:	**14,500.7**	**13,611.3**	**10,202.2**
Non-Lapsing Authority from Prior Years	-	-	-
Administrative Adjustments	-	-	-
Capital Projects (Land, Bldgs, Improv)	-	-	-
Appropriated 27th Pay Roll	-	-	-
Legislative Fund Transfers	-	-	-
IT Project Transfers	-	-	-
Proposed Fund Transfer	-	-	-

Sources and Uses

Agency: Department of Transportation

Fund: DT4072 State Fleet Vehicle Replacement Fund

Residual Equity Transfer	-	-	-
Transfer Due to Fund Balance Cap	-	-	-
Prior Committed or Obligated Expenditures (no entry for AY)	-	-	-
Non-Appropriated 27th Pay Roll	-	-	-
Appropriated Expenditure Total:	14,500.7	13,611.3	10,202.2
Appropriated FTE	-	-	-

Non-Appropriated Expenditure

Expenditure Categories	FY 2026 Actuals	FY 2027 Estimate	FY 2028 Request
Personal Services	-	-	-
Employee Related Expenditures	-	-	-
Professional & Outside Services	-	-	-
Travel In-State	-	-	-
Travel Out-Of-State	-	-	-
Food	-	-	-
Aid To Organizations & Individuals	-	-	-
Other Operating Expenditures	-	-	-
Equipment	-	-	-
Capital Outlay	-	-	-
Capital Equipment	-	-	-
Non-Capital Equipment	-	-	-
Debt Service	-	-	-
Cost Allocation & Indirect Costs	-	-	-
Transfers-Out	-	-	-
Non-Appropriated Expenditure Sub-Total:	-	-	-
Non-Lapsing Authority from Prior Years	-	-	-
Administrative Adjustments	-	-	-
Capital Projects (Land, Bldgs, Improv)	-	-	-
Appropriated 27th Pay Roll	-	-	-
Legislative Fund Transfers	-	-	-
IT Project Transfers	-	-	-
Proposed Fund Transfer	-	-	-
Residual Equity Transfer	-	-	-
Transfer Due to Fund Balance Cap	-	-	-
Prior Committed or Obligated Expenditures (no entry for AY)	-	-	-
Non-Appropriated 27th Pay Roll	-	-	-

Sources and Uses

Agency:	Department of Transportation

Fund:	DT4072	State Fleet Vehicle Replacement Fund			
Non-Appropriated Expenditure Total:			-	-	-
Non-Appropriated FTE			-	-	-

Sources and Uses

Agency: Department of Transportation

Fund: DT5004 State Highway Fund Bonds Debt Service Fund

Revenues are received from the Highway User Revenue Fund (HURF) which is derived from a variety of fees and charges related to the registration and operation of motor vehicles on the public highways of the state, and are used for principal and interest payments on Highway Revenue Bonds.

Cash Flow Summary

	FY 2026 Actuals	FY 2027 Estimate	FY 2028 Request
Beginning Balance	87,205.8	579,160.9	353,490.1
Revenue (from Revenue Schedule)	1,009,462.8	139,898.1	264,879.9
Total Available	**1,096,668.6**	**719,059.0**	**618,370.0**
Total Appropriated Disbursements	-	-	-
Total Non-Appropriated Disbursements	517,507.7	365,568.9	503,861.4
Balance Forward to Next Year	579,160.9	353,490.1	114,508.6

Appropriated Expenditure

Expenditure Categories	FY 2026 Actuals	FY 2027 Estimate	FY 2028 Request
Personal Services	-	-	-
Employee Related Expenditures	-	-	-
Professional & Outside Services	-	-	-
Travel In-State	-	-	-
Travel Out-Of-State	-	-	-
Food	-	-	-
Aid To Organizations & Individuals	-	-	-
Other Operating Expenditures	-	-	-
Equipment	-	-	-
Capital Outlay	-	-	-
Capital Equipment	-	-	-
Non-Capital Equipment	-	-	-
Debt Service	-	-	-
Cost Allocation & Indirect Costs	-	-	-
Transfers-Out	-	-	-
Appropriated Expenditure Sub-Total:	**-**	**-**	**-**
Non-Lapsing Authority from Prior Years	-	-	-
Administrative Adjustments	-	-	-
Capital Projects (Land, Bldgs, Improv)	-	-	-
Appropriated 27th Pay Roll	-	-	-
Legislative Fund Transfers	-	-	-
IT Project Transfers	-	-	-
Proposed Fund Transfer	-	-	-

Sources and Uses

Agency: Department of Transportation

Fund: DT5004 State Highway Fund Bonds Debt Service Fund

Residual Equity Transfer	-	-	-
Transfer Due to Fund Balance Cap	-	-	-
Prior Committed or Obligated Expenditures (no entry for AY)	-	-	-
Non-Appropriated 27th Pay Roll	-	-	-
Appropriated Expenditure Total:	-	-	-
Appropriated FTE	-	-	-

Non-Appropriated Expenditure

Expenditure Categories	FY 2026 Actuals	FY 2027 Estimate	FY 2028 Request
Personal Services	844.8	-	-
Employee Related Expenditures	280.3	-	-
Professional & Outside Services	13,495.2	-	-
Travel In-State	2.1	-	-
Travel Out-Of-State	-	-	-
Food	-	-	-
Aid To Organizations & Individuals	-	-	-
Other Operating Expenditures	20.8	-	-
Equipment	-	-	-
Capital Outlay	175,562.8	-	-
Capital Equipment	-	-	-
Non-Capital Equipment	31.6	-	-
Debt Service	307,658.6	-	-
Cost Allocation & Indirect Costs	17,597.4	-	-
Transfers-Out	2,014.1	-	-
Non-Appropriated Expenditure Sub-Total:	**517,507.7**	**-**	**-**
Non-Lapsing Authority from Prior Years	-	-	-
Administrative Adjustments	-	-	-
Capital Projects (Land, Bldgs, Improv)	-	-	-
Appropriated 27th Pay Roll	-	-	-
Legislative Fund Transfers	-	-	-
IT Project Transfers	-	-	-
Proposed Fund Transfer	-	-	-
Residual Equity Transfer	-	-	-
Transfer Due to Fund Balance Cap	-	-	-
Prior Committed or Obligated Expenditures (no entry for AY)	-	365,568.9	503,861.4
Non-Appropriated 27th Pay Roll	-	-	-

Sources and Uses

Agency:	Department of Transportation

Fund:	DT5004	State Highway Fund Bonds Debt Service Fund			
Non-Appropriated Expenditure Total:			517,507.7	365,568.9	503,861.4
Non-Appropriated FTE			-	-	-

Sources and Uses

Agency: Department of Transportation

Fund: DT5008 Regional Area Road Fund Debt Service Fund

Revenues are received from excise tax revenue collected in Maricopa County and dedicated to this program, and are used for repayment of principal and interest on Transportation Excise Tax Revenue Bonds. These bonds are issued to fund various projects in the Maricopa County Regional Transportation Plan Freeway Program.

Cash Flow Summary

	FY 2026 Actuals	FY 2027 Estimate	FY 2028 Request
Beginning Balance	413.5	-	-
Revenue (from Revenue Schedule)	-	-	-
Total Available	**413.5**	**-**	**-**
Total Appropriated Disbursements	-	-	-
Total Non-Appropriated Disbursements	413.5	-	-
Balance Forward to Next Year	-	-	-

Appropriated Expenditure

Expenditure Categories	FY 2026 Actuals	FY 2027 Estimate	FY 2028 Request
Personal Services	-	-	-
Employee Related Expenditures	-	-	-
Professional & Outside Services	-	-	-
Travel In-State	-	-	-
Travel Out-Of-State	-	-	-
Food	-	-	-
Aid To Organizations & Individuals	-	-	-
Other Operating Expenditures	-	-	-
Equipment	-	-	-
Capital Outlay	-	-	-
Capital Equipment	-	-	-
Non-Capital Equipment	-	-	-
Debt Service	-	-	-
Cost Allocation & Indirect Costs	-	-	-
Transfers-Out	-	-	-
Appropriated Expenditure Sub-Total:	**-**	**-**	**-**
Non-Lapsing Authority from Prior Years	-	-	-
Administrative Adjustments	-	-	-
Capital Projects (Land, Bldgs, Improv)	-	-	-
Appropriated 27th Pay Roll	-	-	-
Legislative Fund Transfers	-	-	-
IT Project Transfers	-	-	-
Proposed Fund Transfer	-	-	-

Sources and Uses

Agency: Department of Transportation

Fund: DT5008 Regional Area Road Fund Debt Service Fund

Residual Equity Transfer	-	-	-
Transfer Due to Fund Balance Cap	-	-	-
Prior Committed or Obligated Expenditures (no entry for AY)	-	-	-
Non-Appropriated 27th Pay Roll	-	-	-
Appropriated Expenditure Total:	-	-	-
Appropriated FTE	-	-	-

Non-Appropriated Expenditure

Expenditure Categories	FY 2026 Actuals	FY 2027 Estimate	FY 2028 Request
Personal Services	-	-	-
Employee Related Expenditures	-	-	-
Professional & Outside Services	(56.3)	-	-
Travel In-State	-	-	-
Travel Out-Of-State	-	-	-
Food	-	-	-
Aid To Organizations & Individuals	-	-	-
Other Operating Expenditures	-	-	-
Equipment	-	-	-
Capital Outlay	56.3	-	-
Capital Equipment	-	-	-
Non-Capital Equipment	-	-	-
Debt Service	-	-	-
Cost Allocation & Indirect Costs	-	-	-
Transfers-Out	413.5	-	-
Non-Appropriated Expenditure Sub-Total:	**413.5**	**-**	**-**
Non-Lapsing Authority from Prior Years	-	-	-
Administrative Adjustments	-	-	-
Capital Projects (Land, Bldgs, Improv)	-	-	-
Appropriated 27th Pay Roll	-	-	-
Legislative Fund Transfers	-	-	-
IT Project Transfers	-	-	-
Proposed Fund Transfer	-	-	-
Residual Equity Transfer	-	-	-
Transfer Due to Fund Balance Cap	-	-	-
Prior Committed or Obligated Expenditures (no entry for AY)	-	-	-
Non-Appropriated 27th Pay Roll	-	-	-

Sources and Uses

Agency:	Department of Transportation

Fund:	DT5008	Regional Area Road Fund Debt Service Fund			
Non-Appropriated Expenditure Total:			413.5	-	-
Non-Appropriated FTE			-	-	-

Sources and Uses

Agency: Department of Transportation

Fund: DT5906 Smart Corridor Highway Trust Fund

Cash Flow Summary

	FY 2026 Actuals	FY 2027 Estimate	FY 2028 Request
Beginning Balance	2,381.4	5,982.0	9,322.0
Revenue (from Revenue Schedule)	3,601.9	4,565.0	4,800.0
Total Available	**5,983.2**	**10,547.0**	**14,122.0**
Total Appropriated Disbursements	-	-	-
Total Non-Appropriated Disbursements	1.3	1,225.0	1,275.0
Balance Forward to Next Year	5,982.0	9,322.0	12,847.0

Appropriated Expenditure

Expenditure Categories	FY 2026 Actuals	FY 2027 Estimate	FY 2028 Request
Personal Services	-	-	-
Employee Related Expenditures	-	-	-
Professional & Outside Services	-	-	-
Travel In-State	-	-	-
Travel Out-Of-State	-	-	-
Food	-	-	-
Aid To Organizations & Individuals	-	-	-
Other Operating Expenditures	-	-	-
Equipment	-	-	-
Capital Outlay	-	-	-
Capital Equipment	-	-	-
Non-Capital Equipment	-	-	-
Debt Service	-	-	-
Cost Allocation & Indirect Costs	-	-	-
Transfers-Out	-	-	-
Appropriated Expenditure Sub-Total:	**-**	**-**	**-**
Non-Lapsing Authority from Prior Years	-	-	-
Administrative Adjustments	-	-	-
Capital Projects (Land, Bldgs, Improv)	-	-	-
Appropriated 27th Pay Roll	-	-	-
Legislative Fund Transfers	-	-	-
IT Project Transfers	-	-	-
Proposed Fund Transfer	-	-	-
Residual Equity Transfer	-	-	-

Sources and Uses

Agency: Department of Transportation

Fund: DT5906 Smart Corridor Highway Trust Fund

Transfer Due to Fund Balance Cap	-	-	-
Prior Committed or Obligated Expenditures (no entry for AY)	-	-	-
Non-Appropriated 27th Pay Roll	-	-	-
Appropriated Expenditure Total:	-	-	-
Appropriated FTE	-	-	-

Non-Appropriated Expenditure

Expenditure Categories	FY 2026 Actuals	FY 2027 Estimate	FY 2028 Request
Personal Services	-	-	-
Employee Related Expenditures	0.8	-	-
Professional & Outside Services	-	-	-
Travel In-State	-	-	-
Travel Out-Of-State	-	-	-
Food	-	-	-
Aid To Organizations & Individuals	-	-	-
Other Operating Expenditures	0.5	-	-
Equipment	-	-	-
Capital Outlay	-	-	-
Capital Equipment	-	-	-
Non-Capital Equipment	-	-	-
Debt Service	-	-	-
Cost Allocation & Indirect Costs	-	-	-
Transfers-Out	-	-	-
Non-Appropriated Expenditure Sub-Total:	**1.3**	**-**	**-**
Non-Lapsing Authority from Prior Years	-	-	-
Administrative Adjustments	-	-	-
Capital Projects (Land, Bldgs, Improv)	-	-	-
Appropriated 27th Pay Roll	-	-	-
Legislative Fund Transfers	-	-	-
IT Project Transfers	-	-	-
Proposed Fund Transfer	-	-	-
Residual Equity Transfer	-	-	-
Transfer Due to Fund Balance Cap	-	-	-
Prior Committed or Obligated Expenditures (no entry for AY)	-	1,225.0	1,275.0
Non-Appropriated 27th Pay Roll	-	-	-
Non-Appropriated Expenditure Total:	1.3	1,225.0	1,275.0

Sources and Uses

Agency:	Department of Transportation

Fund:	DT5906	Smart Corridor Highway Trust Fund

Non-Appropriated FTE	-	-	-

Sources and Uses

Agency: Department of Transportation

Fund: DT6000 State Match Advantage for Rural Transportation (SMART) Fund

Revenues are received from legislative appropriations, and are used to provide grants to communities, excluding communities within urbanized areas with a population of more than one million, and the Arizona Department of Transportation for costs associated with applying for and securing federal transportation grants for transportation projects outside of urbanized areas with a population of more than one million. The Department will administer the fund and grant program, with the State Transportation Board approving the final awards.

Cash Flow Summary

	FY 2026 Actuals	FY 2027 Estimate	FY 2028 Request
Beginning Balance	64,678.4	51,103.1	33,151.8
Revenue (from Revenue Schedule)	2,495.1	4,477.1	3,809.4
Total Available	**67,173.5**	**55,580.2**	**36,961.2**
Total Appropriated Disbursements	-	-	-
Total Non-Appropriated Disbursements	16,070.4	22,428.4	20,957.5
Balance Forward to Next Year	51,103.1	33,151.8	16,003.7

Appropriated Expenditure

Expenditure Categories	FY 2026 Actuals	FY 2027 Estimate	FY 2028 Request
Personal Services	-	-	-
Employee Related Expenditures	-	-	-
Professional & Outside Services	-	-	-
Travel In-State	-	-	-
Travel Out-Of-State	-	-	-
Food	-	-	-
Aid To Organizations & Individuals	-	-	-
Other Operating Expenditures	-	-	-
Equipment	-	-	-
Capital Outlay	-	-	-
Capital Equipment	-	-	-
Non-Capital Equipment	-	-	-
Debt Service	-	-	-
Cost Allocation & Indirect Costs	-	-	-
Transfers-Out	-	-	-
Appropriated Expenditure Sub-Total:	-	-	-
Non-Lapsing Authority from Prior Years	-	-	-
Administrative Adjustments	-	-	-
Capital Projects (Land, Bldgs, Improv)	-	-	-
Appropriated 27th Pay Roll	-	-	-
Legislative Fund Transfers	-	-	-

Sources and Uses

Agency: Department of Transportation

Fund: DT6000 State Match Advantage for Rural Transportation (SMART) Fund

IT Project Transfers	-	-	-
Proposed Fund Transfer	-	-	-
Residual Equity Transfer	-	-	-
Transfer Due to Fund Balance Cap	-	-	-
Prior Committed or Obligated Expenditures (no entry for AY)	-	-	-
Non-Appropriated 27th Pay Roll	-	-	-
Appropriated Expenditure Total:	-	-	-
Appropriated FTE	-	-	-

Non-Appropriated Expenditure

Expenditure Categories	FY 2026 Actuals	FY 2027 Estimate	FY 2028 Request
Personal Services	152.9	-	-
Employee Related Expenditures	61.5	-	-
Professional & Outside Services	8,144.3	-	-
Travel In-State	0.2	-	-
Travel Out-Of-State	-	-	-
Food	-	-	-
Aid To Organizations & Individuals	827.1	-	-
Other Operating Expenditures	-	-	-
Equipment	-	-	-
Capital Outlay	177.0	-	-
Capital Equipment	-	-	-
Non-Capital Equipment	-	-	-
Debt Service	-	-	-
Cost Allocation & Indirect Costs	7.3	-	-
Transfers-Out	6,700.0	-	-
Non-Appropriated Expenditure Sub-Total:	**16,070.4**	**-**	**-**
Non-Lapsing Authority from Prior Years	-	-	-
Administrative Adjustments	-	-	-
Capital Projects (Land, Bldgs, Improv)	-	-	-
Appropriated 27th Pay Roll	-	-	-
Legislative Fund Transfers	-	-	-
IT Project Transfers	-	-	-
Proposed Fund Transfer	-	-	-
Residual Equity Transfer	-	-	-
Transfer Due to Fund Balance Cap	-	-	-

Sources and Uses

Agency: Department of Transportation

Fund: DT6000 State Match Advantage for Rural Transportation (SMART) Fund

Prior Committed or Obligated Expenditures (no entry for AY)	-	22,428.4	20,957.5
Non-Appropriated 27th Pay Roll	-	-	-
Non-Appropriated Expenditure Total:	16,070.4	22,428.4	20,957.5
Non-Appropriated FTE	-	-	-

Funding Issue List

Agency: Department of Transportation

FY 2028

Priority	Funding Issue Title	Total FTE	Total Amount	General Fund	Other Appropriated Funds	Non-Appropriated Funds
1	Highway Maintenance - New Lane Miles	-	2,777.0	-	2,777.0	-
2	Cybersecurity Vulnerabilities	-	2,602.4	-	2,602.4	-
3	Commercial Vehicle Permitting and Routing System	-	2,524.4	-	2,524.4	-
4	New Douglas Federal Land Port of Entry (POE)	8.0	1,600.4	-	1,600.4	-
5	Construction Management System	-	2,548.3	-	2,548.3	-
6	Maintenance Management System Replacement	-	1,521.5	-	1,521.5	-
7	Risk Management Payment Restoration	-	3,961.5	-	3,961.5	-
8	Encroachment Permitting Software	-	1,246.4	-	1,246.4	-
9	Agency Software Support	-	798.9	-	798.9	-
10	Driver License and ID Volume Increase	-	544.0	-	544.0	-
11	License Plate Volume Increase	-	59.2	-	59.2	-
12	Grand Canyon National Park Airport	-	552.6	-	552.6	-
13	State Safety Oversight (SSO) Rail Compliance Officer	1.0	29.9	-	29.9	-
14	Highway Maintenance – South Mountain Freeway	-	92.7	-	92.7	-
15	I-17 Flex Lane Maintenance	2.0	1,398.3	-	1,398.3	-
16	Department Fleet Operations Fund Appropriation	-	590.2	-	590.2	-
17	State Fleet Operations Adjustments	-	-	-	-	-
18	State Fleet Replacement Funding	-	2,952.2	-	2,952.2	-
19	Electronic Contract Management System (eCMS)	-	814.0	-	814.0	-
20	Technical Adjustments	-	(24,716.6)	-	(24,716.6)	-
21	Highway Maintenance - Inflation	-	-	-	-	-
22	Attorney General Legal Services SLI Increase	-	909.6	-	909.6	-
	Total:	**11.0**	**2,806.8**	**-**	**2,806.8**	**-**

Arizona Department of Transportation
ADOT Operating Budget Request Decision Packages Summary

Priority	FY 2028 Budget Issues	Total	GF	SHF	OF	One-time	Ongoing	FTEs	Fund	Approp	Multi-Year
1	Highway Maintenance - New Lane Miles	$2,777,000	$0	$2,777,000	$0	$0	$2,777,000	-	SHF	Maintenance SLI	No
2	Cybersecurity Vulnerabilities	$2,602,400	$0	$2,602,400	$0	$2,602,400	$0	-	SHF	Operating Lump Sum	No
3	Commercial Vehicle Permitting and Routing System	$2,524,400	$0	$0	$2,524,400	$2,524,400	$0	-	LIE	Operating Lump Sum	Yes
4	New Douglas Federal Land Port of Entry	$1,600,400	$0	$1,600,400	$0	$467,800	$1,132,600	8.0	SHF	OLS / Vehicle Replc SLI	No
5	Construction Management System Replacement	$2,548,300	$0	$2,548,300	$0	$1,522,500	$1,025,800	-	SHF	Constr Mmgt Rpl SLI/OLS	Yes
6	Maintenance Management System Replacement	$1,521,500	$0	$1,521,500	$0	$1,071,500	$450,000	-	SHF	Operating Lump Sum	Yes
7	Risk Management Payment Restoration	$3,961,500	$0	$3,961,500	$0	$0	$3,961,500	-	SHF	Operating Lump Sum	No
8	Encroachment Permitting System	$1,246,400	$0	$1,246,400	$0	$1,246,400	$0	-	SHF	Operating Lump Sum	Yes
9	Agency Software Support	$798,900	$0	$798,900	$0	$0	$798,900	-	SHF	Operating Lump Sum	No
10	Driver License Volume Increase	$544,000	$0	$544,000	$0	$0	$544,000	-	SHF	Operating Lump Sum	No
11	License Plate Volume Increase	$59,200	$0	$59,200	$0	$0	$59,200	-	SHF	Operating Lump Sum	No
12	Grand Canyon National Park Airport	$552,600	$0	$0	$552,600	$0	$552,600	-	SAF	Operating Lump Sum	No
13	State Safety Oversight Rail Compliance Officer	$29,900	$0	$0	$29,900	$3,500	$26,400	1.0	AQF	Operating Lump Sum	No
14	Highway Maintenance - South Mountain Freeway	$92,700	$0	$92,700	$0	$0	$92,700	-	SHF	Maintenance SLI	No
15	I-17 Flex Lane Expansion Maintenance	$1,398,300	$0	$1,398,300	$0	$890,400	$507,900	2.0	SHF	Operating Lump Sum	Yes
16	Department Fleet Operations Fund Appropriation	$590,200	$0	$295,100	$295,100	$0	$590,200	-	DFOF/SHF	Multiple	No
17	State Fleet Operations Adjustments	TBD	$0	$0	TBD	$0	TBD	-	SFOF	State Fleet Ops SLI	No
18	State Fleet Replacement Funding	$2,952,200	$0	$0	$2,952,200	$2,952,200	$0	-	SFRF	St Flt Vehic Replace SLI	No
19	Electronic Contract Management System (eCMS) Replacement	$814,000	$0	$814,000	$0	$814,000	$0	-	SHF	Operating Lump Sum	Yes
20	Technical Adjustments	($24,716,600)	$0	($14,155,300)	($10,561,300)	$0	($24,716,600)	-	SHF/AQF/SFLOF/ SFRF/GEN	Multiple	No
21	Highway Maintenance – Inflation	$0	$0	$0	$0	$0	$0	-	SHF	Maintenance SLI/Prev Surf Treat SLI	No
22	Attorney General SLI Increase	$909,600	$0	$909,600	$0	$0	$909,600	-	SHF	AG Legal Svcs SLI	No
N/A	Rounding Adjustment	($100)									
	Grand Total	$2,806,800	$0	$7,014,000	($4,207,100)	$14,095,100	($11,288,200)	11.0			
	% Increase above FY 2027 Appropriation	**0.4%**		**1.3%**							

Note: The Appropriation in the FY 2027 Appropriations Report is $647,202,900. The State Highway Fund amount is $549,941,800.

Funding Issue Detail

Agency: Department of Transportation

Issue: 1 Highway Maintenance - New Lane Miles

Calculated ERE:

Uniform Allowance:

Program: SLI Highway Maintenance

Fund: DT2030 State Highway Fund (Appropriated)

	Expenditure Categories	FY 2028
7000	Other Operating Expenditures	2,777.0
	Program/Fund Total:	**2,777.0**

Issue: 2 Cybersecurity Vulnerabilities

Calculated ERE:

Uniform Allowance:

Program: Transportation Support Services

Fund: DT2030 State Highway Fund (Appropriated)

	Expenditure Categories	FY 2028
6200	Professional & Outside Services	2,100.0
7000	Other Operating Expenditures	502.4
	Program/Fund Total:	**2,602.4**

Issue: 3 Commercial Vehicle Permitting and Routing System

Calculated ERE:

Uniform Allowance:

Program: Motor Vehicle Enforcement Services

Fund: DT2285 Motor Vehicle Liability Insurance Enforcement Fund (Appropriated)

	Expenditure Categories	FY 2028
6200	Professional & Outside Services	62.4
8400	Capital Equipment	2,462.0
	Program/Fund Total:	**2,524.4**

Issue: 4 New Douglas Federal Land Port of Entry (POE)

Calculated ERE: 229.13

Uniform Allowance:

Funding Issue Detail

Agency: Department of Transportation

Issue: 4 New Douglas Federal Land Port of Entry (POE)

Program: Motor Vehicle Enforcement Services
Fund: DT2030 State Highway Fund (Appropriated)

	Expenditure Categories	FY 2028
FTE	FTE	8.0
6000	Personal Services	470.3
6100	Employee Related Expenditures	229.1
	Subtotal Personal Services and ERE	**699.4**
7000	Other Operating Expenditures	433.2
8400	Capital Equipment	284.7
8500	Non-Capital Equipment	183.1
	Program/Fund Total:	**1,600.4**

Issue: 5 Construction Management System

Calculated ERE:
Uniform Allowance:

Program: Transportation Support Services
Fund: DT2030 State Highway Fund (Appropriated)

Expenditure Categories	FY 2028
Program/Fund Total:	-

Program: Construction
Fund: DT2030 State Highway Fund (Appropriated)

	Expenditure Categories	FY 2028
7000	Other Operating Expenditures	1,025.8
	Program/Fund Total:	**1,025.8**

Funding Issue Detail

Agency: Department of Transportation

Issue: 5 Construction Management System

Program: SLI Construction Management System Replacement
Fund: DT2030 State Highway Fund (Appropriated)

	Expenditure Categories	FY 2028
7000	Other Operating Expenditures	1,522.5
	Program/Fund Total:	**1,522.5**

Issue: 6 Maintenance Management System Replacement

Calculated ERE:
Uniform Allowance:

Program: Construction
Fund: DT2030 State Highway Fund (Appropriated)

	Expenditure Categories	FY 2028
7000	Other Operating Expenditures	1,521.5
	Program/Fund Total:	**1,521.5**

Issue: 7 Risk Management Payment Restoration

Calculated ERE:
Uniform Allowance:

Program: Transportation Support Services
Fund: DT2030 State Highway Fund (Appropriated)

	Expenditure Categories	FY 2028
7000	Other Operating Expenditures	3,961.5
	Program/Fund Total:	**3,961.5**

Issue: 8 Encroachment Permitting Software

Calculated ERE:
Uniform Allowance:

Funding Issue Detail

Agency: Department of Transportation

Issue: 8 Encroachment Permitting Software

Program: Construction
Fund: DT2030 State Highway Fund (Appropriated)

	Expenditure Categories	FY 2028
7000	Other Operating Expenditures	1,246.4
	Program/Fund Total:	**1,246.4**

Issue: 9 Agency Software Support

Calculated ERE:
Uniform Allowance:

Program: Transportation Support Services
Fund: DT2030 State Highway Fund (Appropriated)

	Expenditure Categories	FY 2028
7000	Other Operating Expenditures	798.9
	Program/Fund Total:	**798.9**

Issue: 10 Driver License and ID Volume Increase

Calculated ERE:
Uniform Allowance:

Program: Customer Services
Fund: DT2030 State Highway Fund (Appropriated)

	Expenditure Categories	FY 2028
7000	Other Operating Expenditures	544.0
	Program/Fund Total:	**544.0**

Issue: 11 License Plate Volume Increase

Calculated ERE:
Uniform Allowance:

Funding Issue Detail

Agency: Department of Transportation

Issue: 11 License Plate Volume Increase

Program: Customer Services
Fund: DT2030 State Highway Fund (Appropriated)

	Expenditure Categories	FY 2028
7000	Other Operating Expenditures	59.2
	Program/Fund Total:	**59.2**

Issue: 12 Grand Canyon National Park Airport

Calculated ERE:
Uniform Allowance:

Program: Transportation Support Services
Fund: DT2005 State Aviation Fund (Appropriated)

	Expenditure Categories	FY 2028
6200	Professional & Outside Services	78.6
7000	Other Operating Expenditures	468.0
8500	Non-Capital Equipment	6.0
	Program/Fund Total:	**552.6**

Issue: 13 State Safety Oversight (SSO) Rail Compliance Officer

Calculated ERE: 7.36
Uniform Allowance:

Program: Intermodal Transportation Planning
Fund: DT2226 Air Quality Fund (Appropriated)

	Expenditure Categories	FY 2028
FTE	FTE	1.0
6000	Personal Services	19.0
6100	Employee Related Expenditures	7.4
	Subtotal Personal Services and ERE	**26.4**
7000	Other Operating Expenditures	3.5
	Program/Fund Total:	**29.9**

Issue: 14 Highway Maintenance – South Mountain Freeway

Calculated ERE:
Uniform Allowance:

Funding Issue Detail

Agency: Department of Transportation

Issue: 14 Highway Maintenance – South Mountain Freeway

Program: SLI Highway Maintenance
Fund: DT2030 State Highway Fund (Appropriated)

	Expenditure Categories	FY 2028
7000	Other Operating Expenditures	92.7
	Program/Fund Total:	**92.7**

Issue: 15 I-17 Flex Lane Maintenance

Calculated ERE: 58.96
Uniform Allowance:

Program: SLI Highway Maintenance
Fund: DT2030 State Highway Fund (Appropriated)

	Expenditure Categories	FY 2028
FTE	FTE	2.0
6000	Personal Services	125.0
6100	Employee Related Expenditures	59.0
	Subtotal Personal Services and ERE	**184.0**
7000	Other Operating Expenditures	1,044.3
8400	Capital Equipment	170.0
	Program/Fund Total:	**1,398.3**

Issue: 16 Department Fleet Operations Fund Appropriation

Calculated ERE:
Uniform Allowance:

Program: SLI Highway Maintenance
Fund: DT2030 State Highway Fund (Appropriated)

	Expenditure Categories	FY 2028
7000	Other Operating Expenditures	281.3
	Program/Fund Total:	**281.3**

Funding Issue Detail

Agency: Department of Transportation

Issue: 16 Department Fleet Operations Fund Appropriation

Program: SLI ADOT fleet vehicles and heavy equipment maintenance contingency
Fund: DT2071 ADOT Fleet Operations Fund (Appropriated)

	Expenditure Categories	FY 2028
7000	Other Operating Expenditures	295.1
	Program/Fund Total:	**295.1**

Program: Motor Vehicle Enforcement Services
Fund: DT2030 State Highway Fund (Appropriated)

	Expenditure Categories	FY 2028
7000	Other Operating Expenditures	13.8
	Program/Fund Total:	**13.8**

Issue: 17 State Fleet Operations Adjustments

Calculated ERE:
Uniform Allowance:

Program:
Fund:

	Expenditure Categories	FY 2028
	Program/Fund Total:	**-**

Issue: 18 State Fleet Replacement Funding

Calculated ERE:
Uniform Allowance:

Program: SLI State Fleet Vehicle Replacement
Fund: DT4072 State Fleet Vehicle Replacement Fund (Appropriated)

	Expenditure Categories	FY 2028
8400	Capital Equipment	2,952.2
	Program/Fund Total:	**2,952.2**

Issue: 19 Electronic Contract Management System (eCMS)

Calculated ERE:
Uniform Allowance:

Funding Issue Detail

Agency: Department of Transportation

Issue: 19 Electronic Contract Management System (eCMS)

Program: Transportation Support Services
Fund: DT2030 State Highway Fund (Appropriated)

	Expenditure Categories	FY 2028
7000	Other Operating Expenditures	814.0
	Program/Fund Total:	**814.0**

Issue: 20 Technical Adjustments

Calculated ERE:
Uniform Allowance:

Program: Transportation Support Services
Fund: DT2030 State Highway Fund (Appropriated)

	Expenditure Categories	FY 2028
7000	Other Operating Expenditures	(1,879.6)
	Program/Fund Total:	**(1,879.6)**

Program: Construction
Fund: DT2030 State Highway Fund (Appropriated)

	Expenditure Categories	FY 2028
7000	Other Operating Expenditures	(4,570.6)
	Program/Fund Total:	**(4,570.6)**

Program: SLI Construction Management System Replacement
Fund: DT2030 State Highway Fund (Appropriated)

	Expenditure Categories	FY 2028
7000	Other Operating Expenditures	(6,844.6)
	Program/Fund Total:	**(6,844.6)**

Funding Issue Detail

Agency: Department of Transportation

Issue: 20 Technical Adjustments

Program: SLI Preventative Surface Treatments
Fund: DT2030 State Highway Fund (Appropriated)

	Expenditure Categories	FY 2028
7000	Other Operating Expenditures	(860.5)
	Program/Fund Total:	**(860.5)**

Program: SLI State Fleet Operations
Fund: DT4071 State Fleet Operations Fund (Appropriated)

	Expenditure Categories	FY 2028
7000	Other Operating Expenditures	(4,200.0)
	Program/Fund Total:	**(4,200.0)**

Program: SLI State Fleet Vehicle Replacement
Fund: DT4072 State Fleet Vehicle Replacement Fund (Appropriated)

	Expenditure Categories	FY 2028
8400	Capital Equipment	(6,361.3)
	Program/Fund Total:	**(6,361.3)**

Issue: 21 Highway Maintenance - Inflation

Calculated ERE:
Uniform Allowance:

Program:
Fund:

	Expenditure Categories	FY 2028
	Program/Fund Total:	**-**

Issue: 22 Attorney General Legal Services SLI Increase

Calculated ERE:
Uniform Allowance:

Funding Issue Detail

Agency: Department of Transportation

Issue: 22 Attorney General Legal Services SLI Increase

Program: SLI Attorney General Legal Services

Fund: DT2030 State Highway Fund (Appropriated)

	Expenditure Categories	FY 2028
6200	Professional & Outside Services	909.6
	Program/Fund Total:	**909.6**

Funding Issue Narrative

Agency:	Department of Transportation

Issue: 1	Highway Maintenance - New Lane Miles

Description of Issue:	The Arizona Department of Transportation (ADOT) is required to maintain and operate the new maintenance lane miles added to its inventory because of new highway construction. New lane miles require additional ongoing resources and service contracts to perform routine maintenance activities and maintain Arizona's highway infrastructure investment. The FY 2028 request of $2,777,000 is an ongoing, baseline issue that is revisited annually.
Proposal:	Please see attached decision package.
Alternatives Considered:	Please see attached decision package.
Impact of Not Funding This Year:	Please see attached decision package.
Statutory Reference:	Please see attached decision package.
Equipment to be Purchased (if applicable):	Please see attached decision package.
Classification of New Positions:	Please see attached decision package.
Annualization(s):	Please see attached decision package.
Alignment with Agency's Strategic Plan or Statutory Responsibilities:	Please see attached decision package.
Impact on Historically Underserved, Marginalized, or Adversely Affected Groups:	Please see attached decision package.
How has feedback been incorporated from groups directly impacted by proposal?:	Please see attached decision package.
Description of how this furthers the Governor's priorities:	Please see attached decision package.

Issue: 2	Cybersecurity Vulnerabilities

Description of Issue:	The Arizona Department of Transportation (ADOT) Information Technology Group (ITG) requests a total ongoing operating budget increase of $2,602,400 to establish a unified, agency-wide cybersecurity and digital protection package. This comprehensive investment empowers ADOT to fulfill its mission and sustain critical public-facing services, such as MVDNow (ADOT's self-service electronic portal for MVD services), ePRO (commercial vehicle permitting), and traffic safety systems like wrong-way driver detection, by fortifying the core technology infrastructure upon which they depend. It targets four interconnected risk areas to keep daily operations, highway safety systems, and citizen data secure.
Proposal:	Please see attached decision package.
Alternatives Considered:	Please see attached decision package.
Impact of Not Funding This Year:	Please see attached decision package.
Statutory Reference:	Please see attached decision package.

Funding Issue Narrative

Agency:	Department of Transportation

Issue: 2	Cybersecurity Vulnerabilities
Equipment to be Purchased (if applicable):	Please see attached decision package.
Classification of New Positions:	Please see attached decision package.
Annualization(s):	Please see attached decision package.
Alignment with Agency's Strategic Plan or Statutory Responsibilities:	Please see attached decision package.
Impact on Historically Underserved, Marginalized, or Adversely Affected Groups:	Please see attached decision package.
How has feedback been incorporated from groups directly impacted by proposal?:	Please see attached decision package.
Description of how this furthers the Governor's priorities:	Please see attached decision package.

Issue: 3	Commercial Vehicle Permitting and Routing System
Description of Issue:	The Arizona Department of Transportation's (ADOT) Ports of Entry (POEs) ensure that commercial vehicles can safely and efficiently enter Arizona. The Commercial Vehicle permitting system is necessary to issue all Arizona Revised Statute mandated commercial vehicle permits to include: Registration credentials, Motor Carrier credentials, Use Fuel credentials and all Oversize and Overweight permits with routing and specific requirements and/or restrictions. A modern permitting and routing system supports the Governor's priorities of an affordable and thriving economy, public safety, border security, and protecting Arizona's infrastructure. ADOT's Enforcement and Compliance Division (ECD) is requesting one-time funding of $2,524,400 for FY 2028 to begin replacement of its outdated commercial vehicle permitting and routing system (Transport), with an anticipated FY 2029 request to complete implementation and transition to ongoing support. Funding would allow the implementation of a new commercial off-the-shelf (COTS) or Cloud-based Software as a Service (SaaS) unified commercial vehicle permitting and routing solution. The implementation is expected to take approximately 18 months and is a one-time investment, with ongoing subscription costs anticipated following completion. This FY 2028 request funds replacement of Transport only; replacement of ePRO is planned as a second phase under the anticipated FY 2029 request.
Proposal:	Please see attached decision package.
Alternatives Considered:	Please see attached decision package.
Impact of Not Funding This Year:	Please see attached decision package.
Statutory Reference:	Please see attached decision package.
Equipment to be Purchased (if applicable):	Please see attached decision package.
Classification of New Positions:	Please see attached decision package.
Annualization(s):	Please see attached decision package.

Funding Issue Narrative

Agency:	Department of Transportation

Issue:	3	Commercial Vehicle Permitting and Routing System

Alignment with Agency's Strategic Plan or Statutory Responsibilities:	Please see attached decision package.
Impact on Historically Underserved, Marginalized, or Adversely Affected Groups:	Please see attached decision package.
How has feedback been incorporated from groups directly impacted by proposal?:	Please see attached decision package.
Description of how this furthers the Governor's priorities:	Please see attached decision package.

Issue:	4	New Douglas Federal Land Port of Entry (POE)

Description of Issue:	The Arizona Department of Transportation's (ADOT) Enforcement and Compliance Division (ECD) is requesting funding of $1,600,400, of which $1,132,600 is ongoing, to co-locate at the new federal international land port of entry (POE) being constructed by the U.S. General Services Administration (GSA) in Douglas, Arizona, along with 8 new full-time equivalent (FTE) positions. This new POE, expected to open September 2028, will be co-located with the Federal Motor Carrier Safety Administration (FMCSA) and U.S. Customs and Border Protection (CBP), providing "one-stop shopping" for carriers entering from Mexico, a model already established at the Mariposa POE in Nogales and San Luis II POE in San Luis. The request covers personnel, equipment, vehicles, and facility costs necessary for ECD to fulfill its enforcement, permitting, and safety inspection mission at this new federally funded facility.
Proposal:	Please see attached decision package.
Alternatives Considered:	Please see attached decision package.
Impact of Not Funding This Year:	Please see attached decision package.
Statutory Reference:	Please see attached decision package.
Equipment to be Purchased (if applicable):	Please see attached decision package.
Classification of New Positions:	Please see attached decision package.
Annualization(s):	Please see attached decision package.
Alignment with Agency's Strategic Plan or Statutory Responsibilities:	Please see attached decision package.
Impact on Historically Underserved, Marginalized, or Adversely Affected Groups:	Please see attached decision package.

Funding Issue Narrative

Agency:	Department of Transportation

Issue:	4	New Douglas Federal Land Port of Entry (POE)

How has feedback been incorporated from groups directly impacted by proposal?:	Please see attached decision package.
Description of how this furthers the Governor's priorities:	Please see attached decision package.

Issue:	5	Construction Management System

Description of Issue:	This funding request is to finalize the implementation of a new Construction Management System (CMS) for the Arizona Department of Transportation (ADOT). Based on funding received for FY 2025, ADOT initiated the Capital Project Delivery System (CPDS) project in June 2025. Implementation of this system consists of the deployment of three modules (see Exhibit 2) that each fulfill their supported function. Of the three modules, two will be under development throughout FY 2026 with the first module (Preconstruction Management) being operational in Fall 2026, and the second module (Construction Management) following shortly thereafter in the spring of 2027. The new Construction Management System in its entirety will be fully operational after the release of the final module, at which time the current system will be decommissioned. Replacement of the Field Office Automation System (FAST) is a multi-year project, and the FY 2028 request of $2,548,300, of which $1,025,800 is ongoing, is the final request.
Proposal:	Please see attached decision package.
Alternatives Considered:	Please see attached decision package.
Impact of Not Funding This Year:	Please see attached decision package.
Statutory Reference:	Please see attached decision package.
Equipment to be Purchased (if applicable):	Please see attached decision package.
Classification of New Positions:	Please see attached decision package.
Annualization(s):	Please see attached decision package.
Alignment with Agency's Strategic Plan or Statutory Responsibilities:	Please see attached decision package.
Impact on Historically Underserved, Marginalized, or Adversely Affected Groups:	Please see attached decision package.
How has feedback been incorporated from groups directly impacted by proposal?:	Please see attached decision package.
Description of how this furthers the Governor's priorities:	Please see attached decision package.

Issue:	6	Maintenance Management System Replacement

Funding Issue Narrative

Agency:	Department of Transportation

Issue:	6	Maintenance Management System Replacement

Description of Issue:	This funding request is to continue the implementation of the Arizona Department of Transportation's (ADOT) new Maintenance Management Systems (MMS), which was funded to begin in FY 2026. ADOT's current MMS consists of a disparate set of systems and processes that lack integration. These systems are employed by ADOT to monitor the maintenance of infrastructure assets. During the implementation review of ADOT's current Construction Management System (called FAST), ADOT identified an opportunity to integrate the various maintenance systems and processes so that they will interface with FAST. Concurrent replacement of these systems ensures that construction projects and their relationship to an asset or group of assets transition seamlessly from active construction to maintenance operations. ADOT's Maintenance Management Systems (MMS) are essential to the efficient operation of the Arizona highway system. ADOT is committed to improving the efficiency of its operations, and this project is an important step in that direction. This is a multi-year project, and the FY 2028 request of $1,521,000, of which $450,000 is ongoing, is the final request.
Proposal:	Please see attached decision package.
Alternatives Considered:	Please see attached decision package.
Impact of Not Funding This Year:	Please see attached decision package.
Statutory Reference:	Please see attached decision package.
Equipment to be Purchased (if applicable):	Please see attached decision package.
Classification of New Positions:	Please see attached decision package.
Annualization(s):	Please see attached decision package.
Alignment with Agency's Strategic Plan or Statutory Responsibilities:	Please see attached decision package.
Impact on Historically Underserved, Marginalized, or Adversely Affected Groups:	Please see attached decision package.
How has feedback been incorporated from groups directly impacted by proposal?:	Please see attached decision package.
Description of how this furthers the Governor's priorities:	Please see attached decision package.

Issue:	7	Risk Management Payment Restoration

Description of Issue:	Arizona Department of Transportation (ADOT) is statutorily required to pay a legislatively fixed risk management premium of $21,233,800 per year to the Arizona Department of Administration (ADOA), per the general appropriations act (Laws 2026, Chapter 126, Section 87 (S.B. 1847). Following the FY 2027 adjustments to Risk ADOT received in the Appropriations Report, ADOT's base appropriation supporting this payment no longer covers the full obligation. This creates a shortfall of $2,645,000 in FY 2027 and ongoing shortfall of $3,961,500 beginning in FY 2028. This is an ongoing request; funding it permanently aligns ADOT's base budget with its actual risk management payment obligation.
Proposal:	Please see attached decision package.

Funding Issue Narrative

Agency:	Department of Transportation

Issue: 7	Risk Management Payment Restoration
Alternatives Considered:	Please see attached decision package.
Impact of Not Funding This Year:	Please see attached decision package.
Statutory Reference:	Please see attached decision package.
Equipment to be Purchased (if applicable):	Please see attached decision package.
Classification of New Positions:	Please see attached decision package.
Annualization(s):	Please see attached decision package.
Alignment with Agency's Strategic Plan or Statutory Responsibilities:	Please see attached decision package.
Impact on Historically Underserved, Marginalized, or Adversely Affected Groups:	Please see attached decision package.
How has feedback been incorporated from groups directly impacted by proposal?:	Please see attached decision package.
Description of how this furthers the Governor's priorities:	Please see attached decision package.

Issue: 8	Encroachment Permitting Software
Description of Issue:	To advance the Arizona Department of Transportation's (ADOT) modernization goals and fulfill the State's "Digital Government" mandate, this request seeks funding to transition from a manual, paper-dependent process to a fully automated Online Encroachment Permit Software Application. By introducing 24/7 self-service capabilities, this system will allow industry stakeholders, such as utility companies and contractors, to complete and receive standard permits entirely online without requiring manual staff intervention, significantly accelerating commercial project timelines. The FY 2028 request of $1,246,400 is for the first year of a three-year replacement project. ADOT anticipates submitting requests in FY 2029 and FY 2030.
Proposal:	Please see attached decision package.
Alternatives Considered:	Please see attached decision package.
Impact of Not Funding This Year:	Please see attached decision package.
Statutory Reference:	Please see attached decision package.
Equipment to be Purchased (if applicable):	Please see attached decision package.
Classification of New Positions:	Please see attached decision package.
Annualization(s):	Please see attached decision package.

Funding Issue Narrative

Agency:	Department of Transportation

Issue: 8	Encroachment Permitting Software
Alignment with Agency's Strategic Plan or Statutory Responsibilities:	Please see attached decision package.
Impact on Historically Underserved, Marginalized, or Adversely Affected Groups:	Please see attached decision package.
How has feedback been incorporated from groups directly impacted by proposal?:	Please see attached decision package.
Description of how this furthers the Governor's priorities:	Please see attached decision package.

Issue: 9	Agency Software Support
Description of Issue:	The Arizona Department of Transportation's (ADOT) Information Technology Group (ITG) is requesting ongoing funding in the amount of $798,900 to support all aspects of ADOT's mission, "We provide highway infrastructure and transportation services". Software is integral to providing safe highways to Arizonans and supports the ongoing operations of ADOT. If unfunded, several critical ADOT traffic operations will be impacted, including: 1) emergency notifications to the public, 2) hazard mitigation response by responsible law enforcement (crashes, disabled vehicles, and debris), and 3) ADOT infrastructure maintenance, inspection, notification and repair.
Proposal:	Please see attached decision package.
Alternatives Considered:	Please see attached decision package.
Impact of Not Funding This Year:	Please see attached decision package.
Statutory Reference:	Please see attached decision package.
Equipment to be Purchased (if applicable):	Please see attached decision package.
Classification of New Positions:	Please see attached decision package.
Annualization(s):	Please see attached decision package.
Alignment with Agency's Strategic Plan or Statutory Responsibilities:	Please see attached decision package.
Impact on Historically Underserved, Marginalized, or Adversely Affected Groups:	Please see attached decision package.
How has feedback been incorporated from groups directly impacted by proposal?:	Please see attached decision package.

Funding Issue Narrative

Agency:	Department of Transportation

Issue:	9	Agency Software Support

Description of how this furthers the Governor's priorities:	Please see attached decision package.

Issue:	10	Driver License and ID Volume Increase

Description of Issue:	The Arizona Department of Transportation's (ADOT) Motor Vehicle Division (MVD) issues driver licenses and identification cards. As the volume of credentials changes due to population changes, there is no mechanism in place to automatically adjust the operating budget appropriation to reflect the production cost. This is an ongoing baseline issue that is revisited annually and MVD is requesting ongoing funds in the amount of $358,500 to support the ADOT mission.
Proposal:	Please see attached decision package.
Alternatives Considered:	Please see attached decision package.
Impact of Not Funding This Year:	Please see attached decision package.
Statutory Reference:	Please see attached decision package.
Equipment to be Purchased (if applicable):	Please see attached decision package.
Classification of New Positions:	Please see attached decision package.
Annualization(s):	Please see attached decision package.
Alignment with Agency's Strategic Plan or Statutory Responsibilities:	Please see attached decision package.
Impact on Historically Underserved, Marginalized, or Adversely Affected Groups:	Please see attached decision package.
How has feedback been incorporated from groups directly impacted by proposal?:	Please see attached decision package.
Description of how this furthers the Governor's priorities:	Please see attached decision package.

Issue:	11	License Plate Volume Increase

Description of Issue:	The Arizona Department of Transportation's (ADOT) Motor Vehicle Division (MVD) is requesting an ongoing funding adjustment of $59,200 for license plate production in FY 2028. Plates are produced by the Department of Corrections' Arizona Correctional Industries (ACI) program. ADOT submits an annual ongoing baseline budget issue to address volume and cost changes in license plate production.
Proposal:	Please see attached decision package.
Alternatives Considered:	Please see attached decision package.
Impact of Not Funding This Year:	Please see attached decision package.

Funding Issue Narrative

Agency:	Department of Transportation

Issue:	11	License Plate Volume Increase

Statutory Reference:	Please see attached decision package.
Equipment to be Purchased (if applicable):	Please see attached decision package.
Classification of New Positions:	Please see attached decision package.
Annualization(s):	Please see attached decision package.
Alignment with Agency's Strategic Plan or Statutory Responsibilities:	Please see attached decision package.
Impact on Historically Underserved, Marginalized, or Adversely Affected Groups:	Please see attached decision package.
How has feedback been incorporated from groups directly impacted by proposal?:	Please see attached decision package.
Description of how this furthers the Governor's priorities:	Please see attached decision package.

Issue:	12	Grand Canyon National Park Airport

Description of Issue:	The Grand Canyon National Park Airport (GCNPA) is the gateway to one of the seven natural wonders of the world and an employer for the Grand Canyon region. The Airport is requesting $552,600 in ongoing funding. If GCNPA standards slip, the economic impact to local small businesses and public safety would be devastating. This budget request allows GCNPA to meet federal obligations, ensure the safety of employees and the region, keeping the Airport a safe, professional, and reliable transportation asset for the region. Obtaining this funding is critical to qualify for the 5-year Federal Aviation Administration (FAA) grant program.
Proposal:	Please see attached decision package.
Alternatives Considered:	Please see attached decision package.
Impact of Not Funding This Year:	Please see attached decision package.
Statutory Reference:	Please see attached decision package.
Equipment to be Purchased (if applicable):	Please see attached decision package.
Classification of New Positions:	Please see attached decision package.
Annualization(s):	Please see attached decision package.
Alignment with Agency's Strategic Plan or Statutory Responsibilities:	Please see attached decision package.

Funding Issue Narrative

Agency:	Department of Transportation

Issue: 12	Grand Canyon National Park Airport
Impact on Historically Underserved, Marginalized, or Adversely Affected Groups:	Please see attached decision package.
How has feedback been incorporated from groups directly impacted by proposal?:	Please see attached decision package.
Description of how this furthers the Governor's priorities:	Please see attached decision package.

Issue: 13	State Safety Oversight (SSO) Rail Compliance Officer
Description of Issue:	The Arizona Department of Transportation's (ADOT) Multimodal Planning Division (MPD) oversees the State Safety Oversight (SSO) Program. The ADOT SSO serves as the state's official oversight agency for transit rail safety. The SSO program is responsible for ensuring passenger rail systems like Valley Metro Light Rail and Tucson Sun Link operate safely and follow federal rules. This includes creating safety standards, reviewing and monitoring each transit rail agency's safety plans. This is done through both office and field work, and includes regular inspections, safety audits, and ongoing monitoring of hazards and safety issues. This FY 2028 request is for $29,900, of which $26,400 is ongoing for one (1) full-time employee (FTE). The funding will allow for an additional Rail Compliance Officer to assist in direct risk-based inspections and other core duties related to the SSO program.
Proposal:	Please see attached decision package.
Alternatives Considered:	Please see attached decision package.
Impact of Not Funding This Year:	Please see attached decision package.
Statutory Reference:	Please see attached decision package.
Equipment to be Purchased (if applicable):	Please see attached decision package.
Classification of New Positions:	Please see attached decision package.
Annualization(s):	Please see attached decision package.
Alignment with Agency's Strategic Plan or Statutory Responsibilities:	Please see attached decision package.
Impact on Historically Underserved, Marginalized, or Adversely Affected Groups:	Please see attached decision package.
How has feedback been incorporated from groups directly impacted by proposal?:	Please see attached decision package.
Description of how this furthers the Governor's priorities:	Please see attached decision package.

Funding Issue Narrative

Agency:	Department of Transportation

Issue:	13	State Safety Oversight (SSO) Rail Compliance Officer

Issue:	14	Highway Maintenance – South Mountain Freeway

Description of Issue:	Arizona Department of Transportation (ADOT) has entered into a contract with a third party to maintain the South Mountain freeway. The contract has a clause that the annual rate paid to the contractor is adjusted for inflation. This ongoing request is submitted annually to fund the increase in maintenance costs per the contract's inflation factor. ADOT is contractually bound to pay the contractor.
Proposal:	Please see attached decision package.
Alternatives Considered:	Please see attached decision package.
Impact of Not Funding This Year:	Please see attached decision package.
Statutory Reference:	Please see attached decision package.
Equipment to be Purchased (if applicable):	Please see attached decision package.
Classification of New Positions:	Please see attached decision package.
Annualization(s):	Please see attached decision package.
Alignment with Agency's Strategic Plan or Statutory Responsibilities:	Please see attached decision package.
Impact on Historically Underserved, Marginalized, or Adversely Affected Groups:	Please see attached decision package.
How has feedback been incorporated from groups directly impacted by proposal?:	Please see attached decision package.
Description of how this furthers the Governor's priorities:	Please see attached decision package.

Issue:	15	I-17 Flex Lane Maintenance

Description of Issue:	To alleviate congestion, Interstate 17 (I-17) was expanded between Anthem Way and Sunset Point. Due to the mountainous terrain, which made expansion difficult, two reversible Flex Lanes were added from Black Canyon City to the Sunset Point rest area. ADOT has entered a contract with the contractor to maintain the Flex Lanes for three years (covering four fiscal years) after their opening as ADOT is not currently equipped with the necessary knowledge, training, and materials to maintain them. ADOT will assume the maintenance of the new features in early FY 2029. ADOT will be requesting one-time funding annually through FY 2028 as the contract has a clause that the annual rate paid to the contractor is adjusted for inflation. Additionally, ADOT is requesting the ongoing funding amount of $507,900 for ADOT to maintain them.
Proposal:	Please see attached decision package.
Alternatives Considered:	Please see attached decision package.
Impact of Not Funding This Year:	Please see attached decision package.

Funding Issue Narrative

Agency:	Department of Transportation

Issue:	15	I-17 Flex Lane Maintenance

Statutory Reference:	Please see attached decision package.
Equipment to be Purchased (if applicable):	Please see attached decision package.
Classification of New Positions:	Please see attached decision package.
Annualization(s):	Please see attached decision package.
Alignment with Agency's Strategic Plan or Statutory Responsibilities:	Please see attached decision package.
Impact on Historically Underserved, Marginalized, or Adversely Affected Groups:	Please see attached decision package.
How has feedback been incorporated from groups directly impacted by proposal?:	Please see attached decision package.
Description of how this furthers the Governor's priorities:	Please see attached decision package.

Issue:	16	Department Fleet Operations Fund Appropriation

Description of Issue:	The Arizona Department of Transportation (ADOT) requests an ongoing increase of $295,100 in the ADOT Fleet Vehicles and Heavy Equipment Maintenance appropriation and corresponding increases in the appropriations that fund the activity that occurs in the fund. Those amounts are $13,800 for the SHF/Lump Sum appropriation and $281,300 for the Highway Maintenance SLI. Proper vehicle and equipment maintenance and fuel are critical to ADOT's ability to perform its mission: We provide highway infrastructure and transportation services. ADOT considers this a baseline issue and anticipates submitting annual budget requests.
Proposal:	Please see attached decision package.
Alternatives Considered:	Please see attached decision package.
Impact of Not Funding This Year:	Please see attached decision package.
Statutory Reference:	Please see attached decision package.
Equipment to be Purchased (if applicable):	Please see attached decision package.
Classification of New Positions:	Please see attached decision package.
Annualization(s):	Please see attached decision package.
Alignment with Agency's Strategic Plan or Statutory Responsibilities:	Please see attached decision package.

Funding Issue Narrative

Agency:	Department of Transportation

Issue:	16	Department Fleet Operations Fund Appropriation

Impact on Historically Underserved, Marginalized, or Adversely Affected Groups:	Please see attached decision package.
How has feedback been incorporated from groups directly impacted by proposal?:	Please see attached decision package.
Description of how this furthers the Governor's priorities:	Please see attached decision package.

Issue:	17	State Fleet Operations Adjustments

Description of Issue:	A.R.S. §28-472 provides the Arizona Department of Transportation (ADOT) statutory authority and responsibility to manage the state motor vehicle fleet. Due to fluctuations in labor, fuel prices, parts, insurance, and other operating costs, ADOT anticipates that annual adjustments in appropriation authority to the State Fleet Operations Fund will be required.
Proposal:	Please see attached decision package.
Alternatives Considered:	Please see attached decision package.
Impact of Not Funding This Year:	Please see attached decision package.
Statutory Reference:	Please see attached decision package.
Equipment to be Purchased (if applicable):	Please see attached decision package.
Classification of New Positions:	
Annualization(s):	
Alignment with Agency's Strategic Plan or Statutory Responsibilities:	
Impact on Historically Underserved, Marginalized, or Adversely Affected Groups:	Please see attached decision package.
How has feedback been incorporated from groups directly impacted by proposal?:	Please see attached decision package.
Description of how this furthers the Governor's priorities:	Please see attached decision package.

Issue:	18	State Fleet Replacement Funding

Funding Issue Narrative

Agency:	Department of Transportation

Issue:	18	State Fleet Replacement Funding

Description of Issue:	The Arizona Department of Transportation (ADOT) collects recapitalization fees for all new State Fleet vehicles for the first 84 months of the vehicle's lifecycle. When ADOT assumed control of the State Fleet, more than half the Fleet was older than 84 months, and, because of this, the vehicles most in need of replacement had no recapitalization being collected. ADOT is requesting one-time replacement funding of $2,952,200 for vehicles that have reached the end of their lifecycle and do not have recapitalization funding available. ADOT expects this to be an annual issue until all State Fleet vehicles fall within the full recapitalization cycle.
Proposal:	Please see attached decision package.
Alternatives Considered:	Please see attached decision package.
Impact of Not Funding This Year:	Please see attached decision package.
Statutory Reference:	Please see attached decision package.
Equipment to be Purchased (if applicable):	Please see attached decision package.
Classification of New Positions:	Please see attached decision package.
Annualization(s):	Please see attached decision package.
Alignment with Agency's Strategic Plan or Statutory Responsibilities:	Please see attached decision package.
Impact on Historically Underserved, Marginalized, or Adversely Affected Groups:	Please see attached decision package.
How has feedback been incorporated from groups directly impacted by proposal?:	Please see attached decision package.
Description of how this furthers the Governor's priorities:	Please see attached decision package.

Issue:	19	Electronic Contract Management System (eCMS)

Description of Issue:	The Arizona Department of Transportation (ADOT) is requesting $814,000 in FY 2028 to initiate the replacement of its 2008 Electronic Contract Management System (eCMS). A recent performance audit formally recommended decommissioning the outdated platform, which has degraded to a passive document repository and can no longer perform core contract management functions. This is a multi-year, phased implementation spanning FY 2028 through FY 2031 with a total estimated project cost of $4,662,100. The replacement is a critical risk-mitigation strategy to ensure compliance with the Arizona Prompt Pay Statute (A.R.S. § 35-342), eliminate 3,432 annual hours of manual shadow processes, protect sensitive contractor Personally Identifiable Information (PII) and taxpayer data, and prevent potential disruption to ADOT's highway construction pipeline. The FY 2028 request of $814,000 is a one-time investment to initiate this multi-year implementation.
Proposal:	Please see attached decision package.
Alternatives Considered:	Please see attached decision package.

Funding Issue Narrative

Agency:	Department of Transportation

Issue:	19	Electronic Contract Management System (eCMS)

Impact of Not Funding This Year:	Please see attached decision package.
Statutory Reference:	Please see attached decision package.
Equipment to be Purchased (if applicable):	Please see attached decision package.
Classification of New Positions:	Please see attached decision package.
Annualization(s):	Please see attached decision package.
Alignment with Agency's Strategic Plan or Statutory Responsibilities:	Please see attached decision package.
Impact on Historically Underserved, Marginalized, or Adversely Affected Groups:	Please see attached decision package.
How has feedback been incorporated from groups directly impacted by proposal?:	Please see attached decision package.
Description of how this furthers the Governor's priorities:	Please see attached decision package.

Issue:	20	Technical Adjustments

Description of Issue:	Every year, the Arizona Department of Transportation (ADOT) has several funds with a net change in expenditures. Expenditures vary for a variety of reasons, including the elimination of one-time funding sources, year-to-year variations in grants or other funding sources, and the completion of projects. This issue adjusts ADOT’s base to correspond to these changes.
Proposal:	Please see attached decision package.
Alternatives Considered:	Please see attached decision package.
Impact of Not Funding This Year:	Please see attached decision package.
Statutory Reference:	Please see attached decision package.
Equipment to be Purchased (if applicable):	Please see attached decision package.
Classification of New Positions:	Please see attached decision package.
Annualization(s):	Please see attached decision package.
Alignment with Agency's Strategic Plan or Statutory Responsibilities:	Please see attached decision package.

Funding Issue Narrative

Agency:	Department of Transportation

Issue:	20	Technical Adjustments

Impact on Historically Underserved, Marginalized, or Adversely Affected Groups:	Please see attached decision package.
How has feedback been incorporated from groups directly impacted by proposal?:	Please see attached decision package.
Description of how this furthers the Governor's priorities:	Please see attached decision package.

Issue:	21	Highway Maintenance - Inflation

Description of Issue:	Arizona’s highway system is essential to Arizona residents and their ability to go to work, recreate, and carry on their daily lives. Annual inflation increases the cost to maintain the state highway system. When highway maintenance funding is not adjusted for inflation, Arizona Department of Transportation (ADOT) is not able to complete as many maintenance activities each year, creating a backlog of maintenance projects. This is a baseline issue for ADOT that is revisited annually.
Proposal:	Please see attached decision package.
Alternatives Considered:	Please see attached decision package.
Impact of Not Funding This Year:	Please see attached decision package.
Statutory Reference:	Please see attached decision package.
Equipment to be Purchased (if applicable):	Please see attached decision package.
Classification of New Positions:	Please see attached decision package.
Annualization(s):	Please see attached decision package.
Alignment with Agency's Strategic Plan or Statutory Responsibilities:	Please see attached decision package.
Impact on Historically Underserved, Marginalized, or Adversely Affected Groups:	Please see attached decision package.
How has feedback been incorporated from groups directly impacted by proposal?:	Please see attached decision package.
Description of how this furthers the Governor's priorities:	Please see attached decision package.

Issue:	22	Attorney General Legal Services SLI Increase

Funding Issue Narrative

Agency:	Department of Transportation

Issue:	22	Attorney General Legal Services SLI Increase

Description of Issue:	Please refer to the Arizona Attorney General's Office budget submission for information on this decision package.
Proposal:	Please refer to the Arizona Attorney General's Office budget submission for information on this decision package.
Alternatives Considered:	Please refer to the Arizona Attorney General's Office budget submission for information on this decision package.
Impact of Not Funding This Year:	Please refer to the Arizona Attorney General's Office budget submission for information on this decision package.
Statutory Reference:	Please refer to the Arizona Attorney General's Office budget submission for information on this decision package.
Equipment to be Purchased (if applicable):	Please refer to the Arizona Attorney General's Office budget submission for information on this decision package.
Classification of New Positions:	Please refer to the Arizona Attorney General's Office budget submission for information on this decision package.
Annualization(s):	Please refer to the Arizona Attorney General's Office budget submission for information on this decision package.
Alignment with Agency's Strategic Plan or Statutory Responsibilities:	Please refer to the Arizona Attorney General's Office budget submission for information on this decision package.
Impact on Historically Underserved, Marginalized, or Adversely Affected Groups:	Please refer to the Arizona Attorney General's Office budget submission for information on this decision package.
How has feedback been incorporated from groups directly impacted by proposal?:	Please refer to the Arizona Attorney General's Office budget submission for information on this decision package.
Description of how this furthers the Governor's priorities:	Please refer to the Arizona Attorney General's Office budget submission for information on this decision package.

Arizona Department of Transportation

FY 2028 Decision Package

Title: Highway Maintenance – New Lane Miles

Priority: 1

FTE: 0; **Request:** $2,777,000

Fund Source:
State Highway Fund – Maintenance SLI (DT2030/DT58170) $2,777,000

SUMMARY:
The Arizona Department of Transportation (ADOT) is required to maintain and operate the new maintenance lane miles added to its inventory because of new highway construction. New lane miles require additional ongoing resources and service contracts to perform routine maintenance activities and maintain Arizona's highway infrastructure investment. The FY 2028 request of $2,777,000 is an ongoing, baseline issue that is revisited annually.

BACKGROUND:
ADOT is required to maintain and operate roadway miles added to its inventory because of new highway construction. New lane miles require additional in-house resources and service contracts to perform routine activities such as:

- landscape maintenance
- signal and lighting repair and maintenance
- sweeping
- litter removal
- drainage maintenance
- graffiti clean-up and
- traffic control repair and maintenance

These activities are required immediately upon the opening of new lane miles to traffic. Added miles also result in increased electric and water costs as new lighting and landscaping is brought online.

There is no automatic funding link between the construction of these new highway miles and the cost to operate and maintain them. Accordingly, additional legislative appropriation is needed to address these new costs.

OPTIONS CONSIDERED AND REASONS FOR REJECTION:
One alternative is the take-no-action alternative, meaning do not fund ongoing maintenance for new maintenance lane miles. Another alternative is to reallocate maintenance funds for existing roadway lane miles to maintenance for new lane miles. Both alternatives were rejected because neither is a prudent or cost-effective approach for the following reasons:

- Preserving the public investment in the state's transportation infrastructure
- Improving roadway conditions and
- Ensuring the safety of highway users

Further, the absence of additional funding for maintaining new lane miles means that routine maintenance to extend the life expectancy of the existing state highway system will not be performed. Alternatively, ADOT will have to use existing state highway fund maintenance SLI monies for planned roadway maintenance, meaning the planned maintenance for other lane miles in the state highway system will be deferred into the future. This approach is more costly in the long run, diminishes the road's life span, and leads to a decline in the health of the state's highway infrastructure. According to the National Cooperative Highway Research Program[1], deferred maintenance shortens the life of highway features and increases the life-cycle costs for taxpayers.

RECOMMENDED OPTION:
ADOT requests $2,777,000 in new funding in the State Highway Fund Maintenance Special Line item (SLI) to operate and maintain the new maintenance lane miles that were added to the state highway infrastructure during FY 2027. The table below provides a summary of the new lane miles to be added, and at the end of this document there is a map (Exhibit 1) and a table that identifies the specific locations of those new maintenance lane miles (Exhibit 2).

Location	New Lane Miles	Cost Per Mile	Total (Rounded)
Urban	95.64	$27,716	$2,650,700
Rural	44.32	$2,850	$126,300
Total	**139.96**	--	**$2,777,000**

The cost per lane mile is based on the agency's PeCoS maintenance management system data. PeCoS stands for Performance Controlled System and is the database program that plans and tracks all roadway maintenance costs and activities performed throughout the state. Currently, the system is being modernized to better capture maintenance information. Each maintenance employee must enter a daily

[1] The National Center for Pavement Preservation (NCPP) was established by Michigan State University and the Foundation for Pavement Preservation to lead collaborative efforts among government, industry, and academia in the advancement of pavement preservation.

work report detailing the roadway maintenance activities performed and the equipment and materials used.

Although road surface maintenance is minimal on new maintenance lane miles, the vast majority of other types of ongoing upkeep involve landscaping, signing and striping, guardrails, signals and lighting, sweeping, litter removal, drainage, graffiti clean-up and traffic control. In fact, of the 250+ activities listed in the PeCoS system, just 22.8% is related to the pavement surface. The following table illustrates the various programs for which maintenance funds were used in FY 2026.

Program	% of Total Costs
Drainage Maintenance	3.2%
Engineering / Inspection / Administration	13.1%
Landscape / Vegetation Maintenance	6.8%
Water, Electricity	2.5%
Rest Areas Maintenance	3.7%
Roadside / Shoulder Maintenance	22.4%
Snow & Ice Maintenance	2.7%
Surface Maintenance	22.8%
Traffic Control / Signals	12.5%
Various Other Maintenance Activities[2]	10.3%
Total Maintenance Costs	**100.00%**

One of the key objectives of the agency's business plan is to improve the health of its infrastructure, primarily the State's highways. Key to achieving this objective is the annual action of completing 100% of the planned state highway pavement treatments. Without additional funding for the new lane miles, the agency will have to divert existing resources for planned highway maintenance to address the additional costs of new lane miles, thus preventing ADOT from accomplishing one of its key objectives, improving the health of the infrastructure by completing 100% of the planned state highway pavement treatments.

IMPACT OF NOT FUNDING IN THIS YEAR:
If this request is not funded, new maintenance lane miles will not be maintained. The absence of performing ongoing maintenance means that the following activities will not be performed:

- landscape maintenance
- signal and lighting repair and maintenance
- sweeping

[2] Blade unpaved roads, spot recondition unpaved roads, dust control, maintain unpaved turnouts & crossovers, major damage & disaster maintenance, emergency project administration, bluestake & encroachment permit, building & yard maintenance, material handling, contract administration, and other maintenance related activities.

- litter removal
- drainage maintenance
- graffiti clean-up and
- traffic control repair and maintenance

Alternatively, other roadway lane miles will not be maintained appropriately if existing funding is reallocated to new lane miles.

PROMOTING EQUITABLE OUTCOMES

1. How will Arizona be better as a result of this investment?

   Investing in maintenance funding for the additional highway lane miles added in the prior fiscal year ensures that Arizona's growing transportation system remains safe, efficient, and well-preserved. As the state highway system expands, adequate maintenance is essential to protect the State's infrastructure investment, support increasing travel demand, and avoid accelerated deterioration and higher future costs. This funding helps sustain mobility, enhance roadway performance, and strengthen Arizona's economic connectivity.

2. How does this funding request impact existing equity gaps for historically underserved, marginalized, or adversely affected groups, positively or negatively?

   In compliance with the Federal Highway Administration's (FHWA) and other funders federal nondiscrimination regulations, ADOT adheres to Title VI of the Civil Rights Act of 1964, the Americans with Disabilities Act, On the Job Training (OJT), and Disadvantaged Business Enterprise (DBE) programs 49 CFR Part 26.

   ADOT provides all public groups, including historically underserved, marginalized, or those adversely affected, the opportunity to participate in the transportation decision making process during any major highway study or project undertaken. The ADOT Public Involvement Plan (PIP) serves as a central resource for ADOT's public involvement practices and procedures to support transportation project planning, programming and delivery, as well as operations and maintenance activities. The PIP outlines the Department's public involvement guidelines to ensure compliance with federal and state laws and regulations.

3. How has the department included voices/feedback in the decision-making process of people that will be directly impacted by the spending plan implementation and the groups that will be targeted? How has this input affected the request?

   The development of ADOT's Five-Year Transportation Program involves extensive public outreach and participation, all of which is documented. The ADOT Five Year Program review and approval process includes a formal public comment period, following a presentation to the State Transportation Board and the release of the tentative Five-Year Program annually in March. This is followed by a Public Hearing of the State Board in May, and Board review of all public comments received at the June study session, before gaining final approval from the Board. ADOT often makes adjustments to the final program based on public comments received. ADOT places a state-required newspaper advertisement to notify the public of the public hearing and opportunity to comment on the tentative program and conducts additional extensive outreach through its GovDelivery email platform, social media and news releases. During the NEPA study

and project design phase, ADOT notifies adjacent and nearby residents, property owners, businesses and travelers in the project area of the planned project and opportunities to provide comments on the project study and design plans. Multiple methods are used to notify interested and affected members of the public for a project, and project materials are provided in other languages based on the languages spoken in the affected community. This input is documented in public involvement summary reports and shared with the study/project team for project decision making. This decision-making process is designed to be inclusive to represent the interests of all interested and affected parties in new or rehabilitated infrastructure.

OUTCOMES SUPPORTED:
This issue incorporates the Governor's Priorities as shown below:

- affordable and thriving economy
- infrastructure

This issue also incorporates ADOT's agency business plan strategies as follows:

- develop 3-5 year maintenance and operations plans for the transportation system.

PERFORMANCE MEASURES TO QUANTIFY SUCCESS OF THE SOLUTION:

- Percent of preventive maintenance performed on schedule.
- Level-of-service condition measurements.
- Reduced life-cycle costs.

STATUTORY REFERENCE:
A.R.S. § 28-332.3: Department of transportation jurisdiction, duties, divisions.

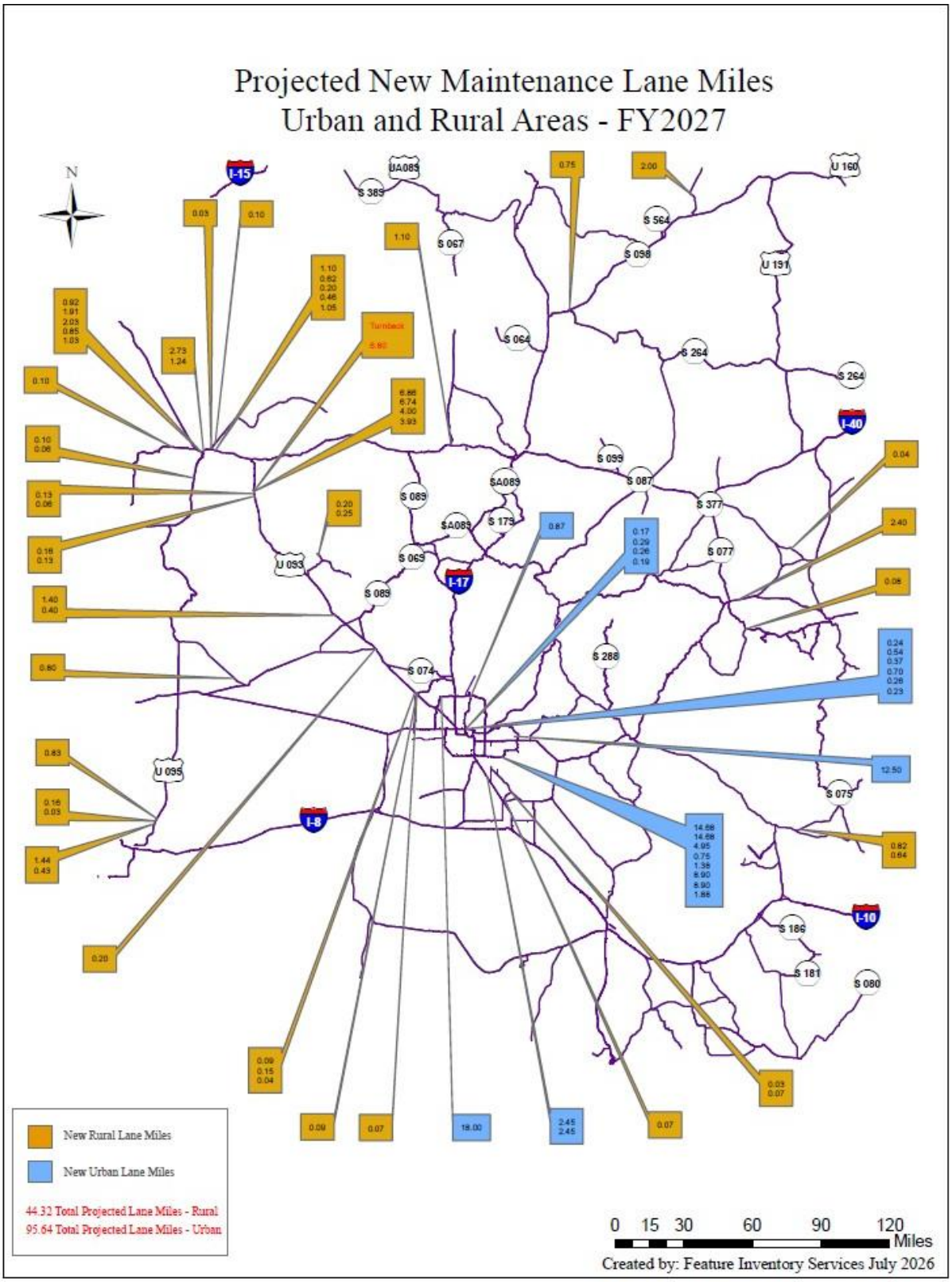
EQUIPMENT TO BE PURCHASED IF APPLICABLE: N/A.

PROJECT INVESTMENT JUSTIFICATION (PIJ): N/A

CLASSIFICATION OF POSITIONS: N/A.

ANNUALIZATIONS: N/A.

Exhibit 1



Projected New Maintenance Lane Miles
Urban and Rural Areas - FY2027
N
I-15
I-17
I-40
I-8
I-10
New Rural Lane Miles
New Urban Lane Miles
44.32 Total Projected Lane Miles - Rural
95.64 Total Projected Lane Miles - Urban
0 15 30 60 90 120
Miles
Created by: Feature Inventory Services July 2026

Exhibit 2: Maintenance Lane Miles

URBAN

Location	***Route***	***MLM***
Phoenix Metropolitan	SR 202	59.37
	SR 101	18.00
	US 60X	12.50
	I-010	4.90
	Various	0.87
Total:		**95.64**

RURAL

Location	***Route***	***MLM***
North of Wikieup	US 93	15.21
Kingman	US 93	6.74
Kingman	I-40	3.97
Show Low	US-60	2.40
Other	Various	16.00
Total:		**44.32**

Arizona Department of Transportation

FY 2028 Decision Package

Title: Cybersecurity Vulnerabilities

Priority: 2

FTE: 0; **Request:** $2,602,400

Fund Source:
State Highway Fund – Operating Lump Sum (DT2030/DT58000) $2,602,400

SUMMARY:
The Arizona Department of Transportation (ADOT) Information Technology Group (ITG) requests a total ongoing operating budget increase of $2,602,400 to establish a unified, agency-wide cybersecurity and digital protection package.

This comprehensive investment empowers ADOT to fulfill its mission and sustain critical public-facing services, such as MVDNow (ADOT's self-service electronic portal for MVD services), ePRO (commercial vehicle permitting), and traffic safety systems like wrong-way driver detection, by fortifying the core technology infrastructure upon which they depend. It targets four interconnected risk areas to keep daily operations, highway safety systems, and citizen data secure.

Initiative	Focus Area	Ongoing Funding
1. Artificial Intelligence Safety & Data Privacy	Automatically blocks sensitive citizen data from leaking into public AI tools and ensures compliance with state AI policies.	$73,000
2. Ransomware Defense & Automatic Recovery	Serves as a digital "safety net" that stops ransom attacks in real-time and reverses file damage without costly downtime.	$45,000
3. System Modernization "Strike Team"	Funds a flexible contractor team to systematically repair and upgrade a significant portion of the agency's aging, high-risk server infrastructure that is nearing unsupported status.	$2,100,000
4. Remote Device & Secure Login Management	Extends full-fleet software updates and secure, multi-factor logins to 100% of employee and contractor computers.	$384,400
TOTAL REQUEST	**Unified Cybersecurity & Infrastructure Defense**	**$2,602,400**

BACKGROUND:
ADOT relies on complex digital systems to keep the state moving safely and efficiently. These systems underpin critical highway infrastructure and citizen-facing services. Modernizing the underlying technology is essential to ensuring these services remain resilient and available to the public. However, the landscape of digital threats has shifted dramatically, moving from a standard IT concern to a state-level regulatory and public safety requirement.

The Current Cybersecurity Landscape:

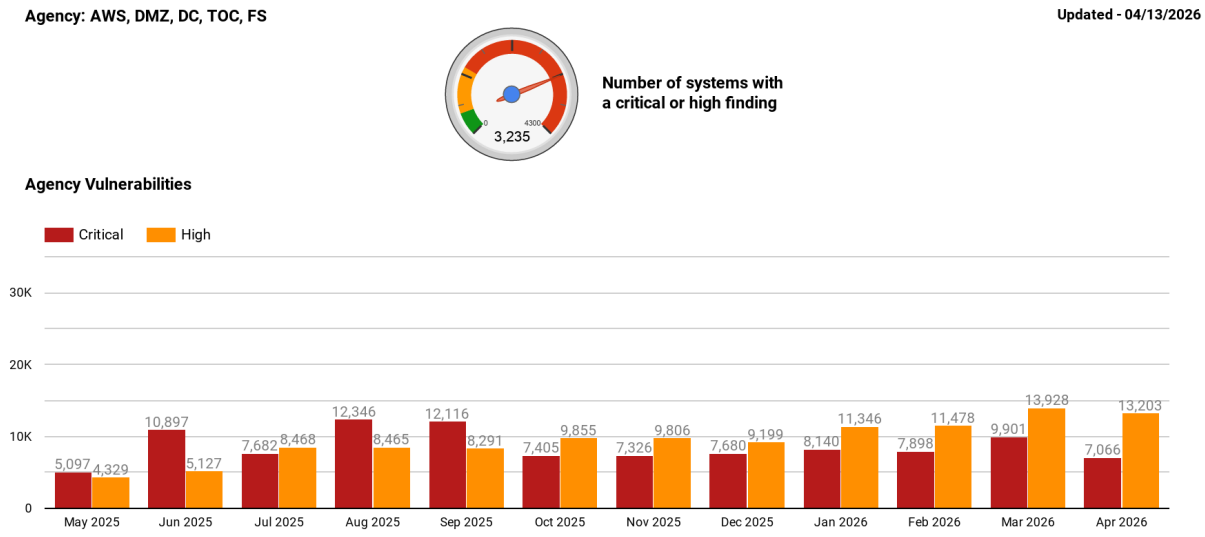
ADOT is currently managing a significant and growing volume of "technical debt", the accumulated risk of aging, unpatched, and unsupported digital systems. Between May 2025 and April 2026, ADOT averaged 18,000 security vulnerabilities per month. This figure is a "lag metric" that represents more than just missing software updates; it reflects deep-seated structural weaknesses where the agency's core business processes rely on software and hardware that are no longer supported by their manufacturers. These vulnerabilities are primarily driven by aging, unsupported software and hardware that are no longer eligible for security updates.

The effectiveness of dedicated resources in addressing this debt is clearly visible in the historical data. As shown in *Exhibit 1* below, ADOT achieved noteworthy results from a pilot it ran to engage a dedicated partner to execute the same type of remediation work currently being requested. During the months of May and June of the previous fiscal year, while this partner was actively performing these specialized tasks, total vulnerabilities were successfully driven down to their lowest recorded levels. Although this engagement was temporary in nature, it provides a clear proof of concept regarding the impact and efficiency of the proposed delivery model.

To interpret the following dashboard, it is important to distinguish between the two primary risk categories tracked:

- **Critical Vulnerabilities:** The highest severity rating, assigned to flaws that allow unauthorized remote access, privilege escalation, or full system compromise.
- **High Vulnerabilities:** Significant security risks indicating a high likelihood of exploitation, leading to unauthorized data access or substantial service downtime.

Exhibit 1: ADOT vulnerabilities reporting dashboard, shows the vulnerabilities from unsupported software.



While these results confirm that the technical debt is manageable, the immediate resurgence of vulnerabilities following the pilot highlights the critical need for an ongoing, dedicated mitigation strategy. Once the pilot ended and the specialized partner was no longer in place, vulnerability levels quickly escalated, returning to prior levels.

ITG does not have the internal capacity or the specialized, transient skill sets required to maintain that downward pressure or execute a permanent technical debt retirement while simultaneously maintaining the day-to-day operations of the agency. Without a dedicated partner to execute this strategy, ADOT remains in a position of "silent risk," where the executive leadership assumes liability for potential breaches, and the inevitable return of these vulnerability peaks, without the formal governance or resources necessary to mitigate them permanently.

State Mandates on Cybersecurity:

The risk landscape has fundamentally shifted from an internal IT concern to a state-level regulatory requirement. Under Executive Order 2023-10 ("Protecting the State's Cybersecurity Interests"), the Arizona Department of Homeland Security (AZDOHS) and the Arizona Department of Administration (ADOA) have issued a directive prohibiting the use of specific software on state networks.

The 2025 Annual Unsecure Application Report from AZDOHS and ADOA explicitly mandates the removal of systems currently vital to ADOT operations, including:

- **Unsupported Operating Systems:** specific end-of-support operating system versions no longer eligible for manufacturer security updates.
- **Productivity Suites:** specific unsupported productivity software versions with known phishing susceptibility.
- **Emerging National Security Threats:** Directives to block foreign AI applications due to data privacy and foreign influence concerns.

Failure to comply with these mandates risks federal audit failures (IRS, SSA, CJIS) and could lead to the revocation of ADOT's access to critical data sharing networks.

Vulnerabilities Requiring Additional Resources to Eliminate:

In response to these threats and mandates, ADOT has developed an internal strategy to reinvent its cybersecurity landscape. This strategy represents a fundamental architectural pivot from a reactive "patching" posture to a "Secure-by-Design" infrastructure.

To secure its operations, ADOT must rapidly close four specific digital gaps:

- **Unregulated Artificial Intelligence (AI) Usage:** As employees adopt Generative AI to improve productivity, AI tools create a new exit point for state data. Without automated safeguards, there is a severe risk that an employee could accidentally upload confidential information (like personal citizen data or sensitive engineering plans) into a public AI tool. ADOT requires enhanced data loss prevention capabilities to protect citizen information in an increasingly digital environment. Existing perimeter defenses are insufficient against modern sophisticated threats, necessitating a move toward advanced, proactive security solutions.
- **Susceptibility to Modern Ransomware:** Ransomware is a digital extortion tactic where hackers lock an organization's files and demand payment. It is a top operational risk for state governments, with recovery costs averaging over $2.5 million per incident. While ADOT has standard security tools, modern ransomware bypasses these by stealing internal "master keys" to lock systems before traditional alarms trigger. A successful attack could cripple ADOT's core business applications in minutes. ADOT lacks a dedicated, automated safety net that can block these advanced attacks and instantly reverse the damage.
- **Remote Device Blind Spots and Weak Logins** ADOT manages thousands of computers, many of which are out in the field. Currently, because ADOT lacks a modern cloud-management system, default computer applications do not receive necessary security updates over the air. More

critically, ADOT is experiencing challenges in enforcing standardized, modern authentication protocols across the remote fleet, and the need for improved over-the-air update capabilities to replace manual maintenance processes. Without this, ADOT risks failing a crucial law enforcement (CJIS) audit. Over a standard five-year lifecycle, remote laptops drift further away from safe security standards.

By fully funding this unified request, ADOT will systematically eliminate its accumulated technical debt and modernize its aging, vulnerable cybersecurity posture. Rather than continuously reacting to system failures or security breaches after they occur, this proactive investment builds a secure, modern digital foundation. Funding this package ensures ADOT can safely adopt modern technology, meet state and federal regulatory mandates, and reliably protect the highway infrastructure, commerce, and personal data that Arizonans depend on every day.

OPTIONS CONSIDERED AND REASONS FOR REJECTION:
In evaluating how to best safeguard Arizona's state transportation network, ADOT carefully considered several alternative approaches. Each alternative was rejected because it either failed to guarantee public safety and protect sensitive citizen data, or proved incapable of delivering the modern, uninterrupted transportation services needed to support Arizona's economy.

Because this request bundles four critical capability gaps into a single cohesive strategy, the following section outlines the alternatives considered for each individual component of the package. First is a brief overview of the rejected alternatives by component, followed by a detailed explanation of why they were dismissed in favor of the recommended unified approach:

- Continuous Diagnostics and Mitigation Team
- Remote Device & Secure Login Management
- Artificial Intelligence Safety & Data Privacy
- Ransomware Emergency Defense & Instant Recovery

<u>Alternatives to the Continuous Diagnostics and Mitigation Team:</u>

- **Alternatives Considered:** Hiring permanent state employees (FTEs), utilizing statewide agency/Guard services, or maintaining the status quo (piecemeal patching).
- **Reasons for Rejection:**
    - **Fiscal & Operational Inefficiency of Permanent Hires:** Hiring permanent state employees would lock taxpayers into ongoing, long-term payroll costs for temporary, surge-based engineering work. Rebuilding aging servers requires an ever-shifting mix of specialized skills—such as cloud architects one month and database experts the next—making permanent staff fiscally inefficient. Furthermore, diverting existing internal staff to this project would disrupt daily MVD and highway support operations.
    - **Inadequacy of Statewide Services & Automated Tools:** Neither the Arizona Department of Homeland Security (AZDOHS) nor the National Guard provides hands-on IT system rebuilding services. While automated patching software exists, it cannot safely update or rebuild 235 obsolete servers without deep manual engineering; relying on automated fixes alone risks causing severe, accidental outages to statewide traffic management and MVD services.
    - **High Risk of the Status Quo:** Maintaining a piecemeal approach causes security vulnerabilities to rapidly rebound to dangerous levels. This leaves the agency in documented non-compliance with Executive Order 2023-10, risks federal audit failures

that could sever access to crucial law enforcement networks, and exposes Arizona's transportation network to cyber disruptions that threaten public safety and the state economy.

Alternatives to Remote Device & Secure Login Management:

- **Alternatives Considered:** Maintaining the status quo (manual, VPN-contingent patching) or procuring a net-new, third-party device management software system.
- **Reasons for Rejection:**
    - **Severe Security & Compliance Risks of the Status Quo:** Continuing to rely on legacy systems that require field laptops to physically connect to the network or connect via VPN ensures remote devices remain perpetually unpatched. This directly drives ADOT's massive vulnerability backlog, leaving state laptops defenseless against ransomware attacks that target remote workers. Most critically, the status quo leaves the agency unable to enforce mandatory multi-factor logins, putting Arizona at immediate risk of failing mandatory federal law enforcement (CJIS) audits and losing access to critical safety networks.
    - **Fiscal Waste & Operational Risk of Third-Party Tools:** Purchasing a brand-new, standalone third-party software system would force taxpayers to fund 5,900 new software licenses. In contrast, the recommended approach builds on previous state investments by simply closing a coverage gap of approximately 2,500 licenses under ADOT's existing Microsoft agreement. Buying a separate third-party tool would waste taxpayer dollars on redundant software, require costly staff retraining, and create dangerous security blind spots by separating device management from ADOT's primary login environment.

Alternatives to Artificial Intelligence Safety & Data Privacy

- **Alternatives Considered:** Relying on manual compliance/honor systems (status quo) or imposing a total prohibition/blanket ban on Generative AI tools.
- **Reasons for Rejection:**
    - **Extreme Risk & Administrative Burden of Manual Compliance:** Relying on employees to self-report their AI usage and manually track their search prompts provides zero technical ability to block sensitive data from leaking. It creates an unsustainable administrative burden on state staff and directly violates State of Arizona Policy (P2000) mandates, which require verifiable audit trails and strict executive oversight to protect citizen privacy.
    - **Economic Disadvantage & "Shadow IT" Risks of Blanket Bans:** Attempting to ban AI entirely places ADOT at a disadvantage compared to the private sector and other state agencies, preventing efficiency gains that speed up public projects and services for Arizona businesses and taxpayers. Furthermore, outright bans historically drive workers to use personal, unmonitored devices ("Shadow IT") to get their jobs done, creating a dangerous security vacuum where state data can be permanently ingested into public AI models without the agency's knowledge.

Alternatives to Ransomware Emergency Defense & Instant Recovery:

- **Alternatives Considered:** Expanding existing general malware tools, hiring additional 24/7 security monitoring staff, or maintaining the "Do Nothing" status quo.
- **Comprehensive Reason for Rejection:**

- **Inadequacy of Expanding General Malware Tools:** While ADOT currently uses advanced antivirus software, general malware tools focus on standard software threats and are easily bypassed by modern ransomware attackers using stolen credentials. Expanding existing general software will not stop advanced ransomware; it requires a specialized, purpose-built protection layer that works alongside current tools to instantly stop file locking.
- **Limitations of Human Response Speed:** Expanding manual monitoring staff in our Security Operations Center cannot solve the problem. Modern ransomware attacks encrypt files in seconds. Even with 24/7 human monitoring, human analysts simply cannot react fast enough to block automated attacks before major damage occurs—automated software defense is far more effective and less costly than expanding human payroll.
- **Extreme Fiscal & Public Liability of "Doing Nothing":** Taking no action accepts an immense financial and operational gamble. A single government ransomware breach costs taxpayers more than $2 million on average in emergency cleanup and legal fees, while paralyzing transportation operations and compromising the personal identifiable information (PII) of Arizona citizens.

RECOMMENDED OPTION:
ADOT requests a consolidated, ongoing investment of $2,602,400 to establish a comprehensive cybersecurity and infrastructure defense package. Rather than purchasing duplicative standalone software or hiring permanent state staff for temporary issues, this package strategically utilizes existing state contracts and flexible vendor partnerships to maximize the value of taxpayer dollars. This unified approach ensures the state's transportation network, critical highway infrastructure, and sensitive citizen data remain safe, operational, and fully compliant with state and federal security mandates.

<u>Continuous Diagnostics and Mitigation Team:</u>
ADOT ITG recommends an ongoing investment of $2,100,000 to secure a Continuous Diagnostics and Mitigation (CDM) Team, functioning as a Managed Service Provider for Cyber Security Vulnerability Management. This specialized "strike team" marks a significant shift in ADOT's operational philosophy, transitioning the agency from a reactive break-fix model to a proactive, continuous lifecycle management strategy.

This agile resourcing model ensures that ADOT is only paying for the exact highly specialized skills required at any given moment, maximizing return on investment (ROI) through the following strategic initiatives:

- Immediate Eradication of High-Risk Debt: The strike team's initial priority is the systematic remediation of servers on unsupported software. By driving this count to zero, it restores the agency's ability to apply vital security updates and eliminate this critical infrastructure risk.
- Continuous Lifecycle Management: Beyond addressing the immediate backlog, the team will institutionalize a rolling upgrade cycle for ADOT's entire fleet of servers. This sustainable architectural pivot prevents the re-emergence of technical debt and ensures the infrastructure remains secure-by-design.
- Dynamic "Hot-Swappable" Engineering: Flexible vendor funding allows ADOT to rotate specialized engineers based on the current remediation sprint. This model permits the group to cycle in cloud architects for infrastructure automation or Senior SQL Database Administrators (DBAs) for modernizing legacy database environments as required.

- Continuous Audit-Ready Compliance: This investment guarantees permanent alignment with mandatory NIST SP 800-53 and AZDOHS cybersecurity mandates. It transforms ADOT's posture from reactive crisis management to one of continuous, audit-ready security and regulatory compliance.

To execute this strategy efficiently, ITG is utilizing a Managed Service Partner model. The requested $2,100,000 operates not as a fixed payroll budget, but as an annual Cyber Security budget. This ceiling gives ITG the financial elasticity to dynamically expand, contract, or completely change the makeup of the engineering team based on the specific technical work being performed in any given month.

The team's resourcing structure is divided into two distinct components: a constant core and a flexible, transient talent pool.

Resourcing Strategy	Role Type	Headcount Equivalent	Est. Annual Cap	Operational Function
Constant/ Core	Program &Security Operations	2	$700,000	The permanent anchor of the team. Ensures continuous operations, institutional knowledge, backlog management, and consistent reporting to agency leadership.
Dynamic/ Swappable	Specialized Engineering Pool	4+	$1,400,000	The "strike force." Because ADOT is buying vendor capacity rather than individuals, this funding allows ADOT to deploy 4 (or more) highly specialized engineers at a time, rotating their disciplines (Cloud, Database, Server) exactly as the sprint dictates.
Total Capability		6+ Resources	$2,100,000	Ongoing cap for maximum operational agility.

Artificial Intelligence Safety & Data Privacy:

To meet the mandatory requirements of State of Arizona Policy P2000 without sacrificing agency productivity, ADOT ITG recommends an ongoing investment of $75,000 for the procurement of Zscaler's GenAI Security service. Unlike standard firewalls, Zscaler acts as a specialized governance gateway that sits between ADOT employees and AI applications. This gateway monitors AI input for each user, logs their interactions, and can block data it believes is sensitive or confidential. It also provides metrics for many AI user categories, all without adding additional steps to the employee's GenAI user experience. This solution provides the specific technical controls required to satisfy Arizona's regulatory framework:

1. **Automated Data Loss Prevention (DLP):** Zscaler utilizes high-performance inline inspection to scan every interaction for sensitive data. It can automatically detect and block the transmission of Personally Identifiable Information (PII), payment card industry (PCI) data, or internal source code before it reaches a public AI model. (Compliance with Sections 5.1.5.2 & 5.1.5.3)
2. **Automated Prompt Logging & Attribution**: Zscaler solves the transparency requirement by automatically capturing and archiving the exact prompts entered by users. (Compliance with Section 5.1.2)

3. **Administrative Record-Keeping:** Instead of manual logging, Zscaler provides a searchable audit trail of which AI tools were used, which employees used them, and exactly what methods (prompts) were employed. This satisfies the state's requirement for full attribution and documentation.
4. **Verification of Non-Training Agreements:** By funneling AI traffic through Zscaler, ADOT can enforce policies that only allow access to authorized versions of AI tools where the vendor has contractually agreed not to use state data for model training. (Compliance with Section 5.1.7.1)
5. **CIO Dashboard for Periodic Review:** Zscaler provides a "Company Summary Report" (CIO Report) and a GenAI Security Dashboard. These interactive tools allow the ADOT CIO to conduct the mandated periodic reviews of AI usage. The dashboard visualizes usage trends, identifies potential "Shadow AI" apps being used by staff, and flags any attempted policy violations. (Compliance with Section 4.2.6)

Ransomware Emergency Defense & Instant Recovery:
ADOT ITG recommends an ongoing investment of $45,000 in on-going funding to implement the Halcyon Ransomware Anti-Exploitation & Resilience Platform to provide a dedicated, automated layer of defense against modern ransomware attacks, minimizing operational downtime and avoiding multi-million-dollar recovery costs.

Halcyon is a dedicated Anti-Exploitation & Resilience Platform designed to function as an automated "safety net" against modern ransomware attacks. It is the optimal solution because it functions as a dedicated layer that protects the agency's financial and operational stability.

- **Meeting Federal Standards:** This tool ensures ADOT follows NIST (National Institute of Standards and Technology) guidelines—the "federal playbook" for cybersecurity. Staying in line with these rules is vital for passing state audits.
- **An "Undo Button" for Attacks:** If a hacker manages to slip past ADOT's primary defenses and starts encrypting the agency's data, Halcyon automatically stops them and reverses the damage instantly. This allows ADOT to recover in hours rather than spending weeks manually restoring systems from backups.
- **Saving the Agency Money:** A $45,000 investment protects ADOT from a ransomware event that could easily cost the agency more than $2 million in emergency recovery fees, lost productivity, and legal liabilities. It is a small price to pay for a massive reduction in risk.

Remote Device & Secure Login Management:
ADOT ITG recommends an ongoing investment of $384,400 to fully fund the expansion of ADOT's Microsoft licenses to cover the agency's actual operational footprint. Rather than procuring a redundant third-party system, this request funds the marginal cost to bridge the coverage gap for approximately 2,500 additional licenses, ensuring 100% of FTEs, contractors, and authorized third party (ATP) users are secured.

This funding provides a unified "Secure-by-Design" architecture that enables automated, over-the-air patching for default Windows apps and enforces mandatory security policies to prevent configuration drift over a device's 5-year lifecycle.

The requested ongoing increase of $384,400 (including tax) is based on pre-negotiated rates from the state's Microsoft Enterprise Agreement (EA):

License Type / Part #	Current Qty	Target Qty	Marginal Unit Gap	Unit Price	Marginal Annual Cost
EMS E3 GCC ALng Sub Per User (AAD-32907)	3,413	5,900	2,487	$114.46	$284,671.47
Entra ID P2 Gov SU (MQN-00002)	3,626	5,900	2,274	$29.75	$67,660.60
Subtotal					$352,332.07
Total Ongoing Request (w/ Tax)					**$384,394.28**

IMPACT OF NOT FUNDING IN THIS YEAR:
Without this funding, ADOT's capacity to fulfill its mission and sustain essential public-facing services, such as MVDNow, ePRO, and traffic safety operations like wrong-way driver detection, is constrained. This digital infrastructure underpins critical systems, and deferring these investments introduces operational risk, challenges compliance with state and federal mandates, and impacts the reliability of services that citizens and businesses depend upon daily. The following sections detail the operational ramifications and public safety implications associated with the current funding request.

Continuous Diagnostics and Mitigation Team:
Without this funding, ADOT lacks the specialized resources necessary to address accumulated technical debt and mitigate associated cybersecurity risks. Maintaining the current operating model results in a continued exposure to legal, operational, and security liabilities that the agency's current resources are not equipped to resolve.

If left unfunded, ADOT will experience the following impacts:

- **Guaranteed Compliance Failures and Data Access Revocation**: Failure to fund this initiative leaves ADOT in documented non-compliance with Executive Order 2023-10 and AZDOHS statewide mandates prohibiting specific unsecure software. This prolonged non-compliance directly risks federal audit failures with entities like the IRS, SSA, and CJIS, which could ultimately lead to the catastrophic revocation of ADOT's access to critical data-sharing networks, such as Federal Tax Information (FTI), Criminal Justice Information (CJI), and Federal Traffic Operations data feeding into wrong-way diver detection systems.
- **Permanent Vulnerability to Data Breaches**: ADOT currently averages 18,000 security vulnerabilities per month, driven by aging software and hardware that are no longer eligible for vendor security updates. The private and public sectors have shown that unmitigated vulnerabilities lead to costly outcomes. In June 2023, the Oregon DMV was breached via an unpatched zero-day flaw, compromising the identities, addresses, and Social Security numbers of 3.5 million citizens. Because ADOT's legacy systems cannot be patched, it faces an identical, highly probable risk of a massive data breach affecting both the public and its vendor partners.
- **Direct Threats to Public Safety**: ADOT's digital infrastructure is deeply intertwined with physical highway safety. The agency relies on a robust suite of software to operate critical physical

assets, including safety notification billboards, wrong-way driver notices, and statewide traffic monitoring systems. A cyber-attack exploiting its unpatched infrastructure would rapidly escalate past a digital outage and result in a severe public safety event.

- **Perpetuation of the "Rebound" Effect**: Historical data proves that relying on the status quo or temporary, piecemeal funding guarantees failure. Without a dedicated, ongoing partner to institutionalize a continuous lifecycle management strategy, vulnerabilities will immediately rebound to historic levels, risking future multi-million-dollar remediation crises.

Artificial Intelligence Safety & Data Privacy:

A delay in funding for GenAI security creates three primary risks for ADOT:

1. **Unmanaged "Shadow AI" Proliferation:** Without a secure gateway, personnel will continue to use unauthorized GenAI tools to keep up with their workloads. This creates an unmonitored "Shadow IT" environment where ADOT has zero visibility into what data is being uploaded, directly violating P2000 Section 5.1.5.2.
2. **Irreversible Data Exposure:** Every day of delay is another day where sensitive ADOT data such as engineering schematics, PII, or human resources (HR) information could be ingested into AI training models. Once data is used to train a public model, it cannot be deleted, potentially leading to permanent exposure of State information.
3. **Audit Non-Compliance:** ADOT is currently unable to meet the mandatory transparency and prompt-logging requirements of P2000 Section 5.1.2. A delay extends its period of non-compliance, leaving the Department vulnerable to negative findings in state audits or legal discovery requests.

Ransomware Emergency Defense & Instant Recovery:

Without this funding, ADOT's primary response to a ransomware incident relies entirely on its backup restoration process. While ADOT's backups are good, a full-scale restoration is a time-consuming manual effort that requires significant staff hours and causes avoidable system downtime.

Delaying this request means ADOT accepts an unnecessary operational risk. An agency-wide incident would leave ADOT personnel without access to the applications and data they need to serve the public. This solution allows ADOT to bypass an IT restoration project, keeping its staff productive and its services available to the citizens of Arizona without interruption.

Remote Device & Secure Login Management:

If ADOT does not receive funding for this license expansion it will result in a binary compliance failure and accept a deteriorating security posture across the agency's endpoint fleet.

- **Perpetuation of the Microsoft Store "Blind Spot":** Because the Microsoft Store is currently blocked to prevent unauthorized software installations, default Windows applications do not receive necessary security updates. Not funding this request means these operating system (OS)-level applications remain unpatched and exposed to exploits.
- **Accelerated Configuration Drift:** Without Intune's centralized configuration management, ADOT must rely on static "golden images" applied at the time of initial setup. Over a device's five-year lifecycle, its security policies drift significantly from current standards, creating an inconsistent and vulnerable environment where older devices lack the protection of newer fleet additions.
- **Inability to Automate Threat Response:** Without universal Entra ID P2 coverage, ADOT lacks automated Conditional Access capabilities. If a remote device is compromised, ITG cannot

instantly and mathematically revoke its access to internal databases, allowing for potential lateral movement by attackers across the state network.

- **Regulatory Non-Compliance:** Failure to secure and patch all endpoints places ADOT in direct violation of AZDOHS statewide mandates (Executive Order 2023-10) and federal frameworks, including NIST SP 800-53, IRS, and SSA requirements.

PROMOTING EQUITABLE OUTCOMES

1. How will Arizona be better as a result of this investment?

   This investment protects the travelling public. Almost all Arizona residents interact with ADOT's IT systems, whether providing PII to obtain a driver license or register a vehicle; depending on the Traffic Operations Center, wrong-way driver detection systems, or notices on electronic signs that alert drivers to hazards as they travel the roads; or driving on highways designed using software. This mitigates risks to their safety and security.

2. How does this funding request impact existing equity gaps for historically underserved, marginalized, or adversely affected groups, positively or negatively?

   In compliance with the Federal Highway Administration's (FHWA) and other funders federal nondiscrimination regulations, ADOT adheres to Title VI of the Civil Rights Act of 1964, the Americans with Disabilities Act, On the Job Training (OJT), and Disadvantaged Business Enterprise (DBE) programs 49 CFR Part 26.

   This issue affects all Arizona residents and visitors.

3. How has the department included voices/feedback in the decision-making process of people that will be directly impacted by the spending plan implementation and the groups that will be targeted? How has this input affected the request?

   The development of ADOT's Five-Year Transportation Program involves extensive public outreach and participation, all of which is documented. The ADOT Five Year Program review and approval process includes a formal public comment period, following a presentation to the State Transportation Board and the release of the tentative Five-Year Program annually in March. This is followed by a Public Hearing of the State Board in May, and Board review of all public comments received at the June study session, before gaining final approval from the Board. ADOT often adjusts the final program based on public comments received. ADOT places a state-required newspaper advertisement to notify the public of the public hearing and opportunity to comment on the tentative program and conducts additional extensive outreach through its GovDelivery email platform, social media, and news releases. During the NEPA study and project design phase, ADOT notifies adjacent and nearby residents, property owners, businesses, and travelers in the project area of the planned project and opportunities to provide comments on the project study and design plans. Multiple methods are used to notify interested and affected members of the public for a project, and project materials are provided in other languages based on the languages spoken in the affected community. This input is documented in public involvement summary reports and shared with the study/project team for project decision making. This decision-making process is designed to be inclusive to represent the interests of all interested and affected parties in new or rehabilitated

infrastructure. This request is designed to protect the users of the infrastructure established through this process.

OUTCOMES SUPPORTED:
This issue incorporates the Governor's Priorities as shown below:

- Infrastructure

This issue also incorporates ADOT's agency business plan strategies as follows:

- develop 3–5-year maintenance and operations plans for the transportation system
- increase opportunities for employees and leaders to advance or enhance their professional careers
- increase Motor Vehicle Division / Enforcement and Compliance Division capacity to serve customers

PERFORMANCE MEASURES TO QUANTIFY SUCCESS OF THE SOLUTION:
Continuous Diagnostics and Mitigation Team:
The success of establishing a dedicated security vulnerabilities remediation team will be measured by its effectiveness in reducing and mitigating ADOT's security exposure.

- **Vulnerability Reduction Metric:** The primary measure will be the ITG Security Vulnerability Metric titled AWS, DMZ, DataCenter, which will track the quantity of vulnerabilities remaining in the environment. Success will be demonstrated by a measurable reduction in the total number of security vulnerabilities, particularly those scored as critical and high-level.
- **Risk Health Metric:** The Agency Risk Score (credit score) metric will be used to determine the Agency's total risk health. Improvement in this score will reflect a strengthened security posture and a reduction in ADOT's overall security exposure levels.
- **System Stability:** A decrease in unscheduled network downtime, system conflicts, and system failures that result from unmitigated vulnerabilities or improper updates.

Artificial Intelligence Safety & Data Privacy:

1. 100% of all outgoing traffic to GenAI domains is routed through the security gateway, ensuring that all interactions are logged and attributed per P2000 Section 5.1.2.
2. # times the system prevented a user from accidentally uploading confidential ADOT files or PII into an AI tool.
3. Time needed to generate a "Prompt Audit Report" within 24 hours of a request, demonstrating that ADOT can meet state transparency requirements without manual administrative effort.

Ransomware Emergency Defense & Instant Recovery:

1. **Reduction in Ransomware Risk Profile:** Verified through quarterly "purple team" simulations and penetration testing.
2. **Recovery Time Objective (RTO):** Achieving a 50% reduction in time required to restore a server compared to traditional tape/cloud backup methods.
3. **Detections & Preventions:** Monthly reporting on "High-Intensity File Activity" blocked by the service engine that may have been missed by general security layers.

Remote Device & Secure Login Management:

1. **Endpoint Patching Coverage:** Achieve and maintain 100% automated, over-the-air patching capability across all 5,900 active ADOT Windows endpoints, regardless of their physical location.

2. **Vulnerability Remediation Velocity:** Measured via the ITG Security Vulnerability Metric (AWS, DMZ, DataCenter), success is defined by a significant reduction in the "mean-time-to-remediate" (MTTR) for critical and high-severity vulnerabilities on remote devices.
3. **Risk-Based Access Control:** 100% deployment of automated Conditional Access through Entra ID P2, resulting in zero instances where a non-compliant or compromised remote device can access internal ADOT databases.
4. **Compliance Adherence:** Zero documented non-compliance findings in annual audits related to endpoint security standards mandated by AZDOHS (specifically Executive Order 2023-10), NIST SP 800-53, and federal frameworks such as IRS, SSA, and CJIS.
5. **Reduction in Manual Effort:** Elimination of thousands of staff hours annually previously dedicated to manual VPN-contingent patching and "hand-carried" device maintenance, allowing internal resources to focus on critical daily operations.

STATUTORY REFERENCE (N/A if not applicable to issue):

- Executive Order 2023-10
- NIST SP 800-53 Rev. 5
- P2000 – Section 5.1.2.

EQUIPMENT TO BE PURCHASED IF APPLICABLE: N/A

CLASSIFICATION OF POSITIONS: N/A

PROJECT INVESTMENT JUSTIFICATION (PIJ): The draft PIJs are available upon request.

ANNUALIZATIONS: N/A

ARIZONA
DEPARTMENT OF ADMINISTRATION
ARIZONA STRATEGIC ENTERPRISE TECHNOLOGY

Project Investment Justification

Intune Device Management

DT27008

Department of Transportation

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12. PIJ Reviewers....11

1. GENERAL INFORMATION

PIJ ID: DT27008
PIJ Name: Intune Device Management
Account: Department of Transportation
Business Unit Requesting: Information Technology Group
IT Goal: Align Security Policy
Sponsor: Steve West
Sponsor Title: CIO
Sponsor Email: swest@azdot.gov
Sponsor Phone: 6027128343

2. BUSINESS JUSTIFICATION

Please describe the specific operational issue or business need that this initiative seeks to address within the Agency.

ADOTs current device management model cannot reliably secure or update approximately 5,900 endpoint devices, especially remote laptops. Relying on legacy systems that require physical or VPN connectivity to patch laptops ensures that remote devices remain perpetually vulnerable. While the agency now leverages Tanium for general over-the-air patching of most applications, a critical vulnerability gap remains regarding default Windows applications. Because the Microsoft Store is currently blocked to prevent the installation of unauthorized, non-GovRamp software, default Windows apps do not receive necessary security updates.

Between May 2025 and April 2026, ADOT averaged 18,000 security vulnerabilities per month. This figure is a lag metric that represents more than just missing software updates; it reflects deep-seated structural weaknesses where the agency’s core business processes rely on software and hardware that are no longer supported by their manufacturers. These vulnerabilities are primarily driven by aging, unsupported software and hardware that are no longer eligible for security updates. Furthermore, ADOT's current configuration management relies on static golden images established at the time of a device's initial setup. Over a typical 5-year refresh lifecycle, a device’s security posture slowly drifts away from modern standards as newer images with updated protections are deployed to the rest of the fleet. This results in an inconsistent and increasingly vulnerable security environment across the enterprise. Most critically, the agency is currently unable to enforce mandatory Multi-Factor Authentication MFA on Windows devices, a binary compliance requirement for the Enforcement and Compliance Division ECD. Without the requested transition to a managed cloud-native capability, ADOT is at risk to fail a CJIS audit.

Describe the specific benefits that the State and/or the Agency will realize.

Expanding Intune delivers clear and measurable benefits to ADOT by modernizing device management, reducing vulnerabilities and ensuring audit ready compliance. By enabling cloud native patches and updates anywhere, In-Tune closes one of the largest operational gaps contributing to ADOTs 18,000 known monthly vulnerabilities. It also restores the ability to securely update default Window applications eliminating an entire category of unpatched software that currently creates consistent blind spots.

Endpoint Patching Coverage. Achieve and maintain 100% automated, over-the-air patching capability across all 5,900 active ADOT Windows endpoints, regardless of their physical location.

Vulnerability Remediation Velocity. Measured via the ITG Security Vulnerability Metric AWS, DMZ, DataCenter, success is defined by a significant reduction in the mean-time-to-remediate MTTR for critical and high-severity vulnerabilities on remote devices.

Risk-Based Access Control. 100% deployment of automated Conditional Access through Entra ID P2, resulting in zero instances where a non-compliant or compromised remote device can access internal ADOT databases.

Compliance Adherence. Zero documented non-compliance findings in annual audits related to endpoint security standards mandated by AZDOHS specifically Executive Order 2023-10, NIST SP 800-53, and federal frameworks such as IRS, SSA, and CJIS.

Reduction in Manual Effort. Elimination of thousands of staff hours annually previously dedicated to manual VPN-contingent patching and hand-carried device maintenance, allowing internal resources to focus on critical daily operations.

To achieve comprehensive security and compliance, ADOT must pivot to a managed cloud-native capability. This request bridges the gap for approximately 2,500 additional licenses to cover all FTEs, contractors, and ATP users.

Describe the proposed solution.

The proposed solution is to expand ADOTs existing Microsoft ecosystem by funding the remaining EMS E3 and Entra ID P2 licenses needed to bring all 5,900 agency devices un full Intune management. To achieve comprehensive security and compliance, ADOT must pivot to a managed cloud-native capability. This request bridges the gap for approximately 2,500 additional licenses to cover all FTEs, contractors, and ATP users. By shifting Intune, ADOT eliminates the inefficiencies caused by VPN dependent patching, unpatched windows applications and configuration drift from outdated Golden Images. Intune enforces consistent security baselines across the fleet, applies updates anywhere without user intervention and enable mandatory Multi Factor Authentication required for CJIS compliance.

EMS E3 including Intune. Unlocks Microsoft Intune, allowing ITG to build a custom, ADOT-managed Microsoft Store. This enables the secure deployment and patching of approved software and default Windows apps to any device, anywhere, without a VPN. It also provides configuration management to ensure all devices adhere to the same security baselines, preventing configuration drift that occurs over a device's 5-year refresh lifecycle.

Entra ID P2 & Identity Risk Mitigation. Achieving 100% Windows 11 device management allows ADOT to leverage native Windows Hello for true Single Sign-On SSO. By integrating Windows 11 with Okta, we can deliver a complete SSO experience for internal and external products. This reduces the risk of identity compromise and unauthorized access while supporting a robust Role-Based Access strategy to ensure users only access entitled services

Have the appropriate steps been taken to validate that the existing technology documentation is accurate and sufficient to inform the detailed design and implementation plan for the proposed solution?

Yes

Please provide a detailed description of the current technology stack, including hardware, software, network infrastructure, any relevant integrations.

Have the business requirements and any identified technology requirements for this initiative been gathered and finalized?

Yes

Please explain how quantities, timelines, and costs for this project were determined (e.g., number of licenses, required disk capacity, estimated hours for professional services) for the proposed solution.

3. PROCUREMENT METHOD

Please confirm which procurement method was utilized for this project?

Please provide an explanation of the procurement method.

Three Vendor Quotes

Please provide a detailed explanation and any supporting documentation (e.g., emails for disqualified vendors, sole vendor exception form).

What steps have been taken to guarantee that all work involving access to State of Arizona data remains strictly with U.S. territories and in accordance with all governing contractual conditions?

Does your agency have experience with proposed vendor for a project with similar scope or technology?

Please explain if this is a new vendor for your agency or if they lack proven success with similar situations. This helps us understand potential risks.

Please provide the existing state contract number. If not applicable, enter N/A.

If a staff augmented contractor is being utilized, please provide the hourly rate and the total hours committed to this project.

4. VENDOR INFORMATION

Vendor Name

Vendor Contact Name

Vendor Contact Phone

Vendor Contact Email

5. TECHNOLOGY

Within this proposed solution, are there any components—such as specific software tools, cloud services, or infrastructure—that represent technology that is new or unfamiliar to your agency?

No

Please briefly describe the new/unfamiliar technology and whether your agency has prior experience with it.

Will this project utilize or replace an existing technology solution within your agency?

No

Please briefly describe the existing technology that's being replaced and why this new solution is needed (e.g., outdated system, new capabilities required).

Does this project require multiple system interfaces (e.g., APIs, data exchange with other external or application systems/agencies or other internal systems/divisions)

Please explain multiple system interfaces.

Will the solution require custom development to meet your agency's needs (not just out-of-the-box use)?

No

Please provide more information and explain how you plan to sustain the solution long term.

Does the project require the purchase of hardware equipment?

No

Does the project require replacing and/or upgrading servers or appliance hardware?

No

Has a cloud exception form been executed?

Have any compatibility issues been identified between the proposed solution and the existing environment, e.g., upgrade to server needed before new COTS solution can be installed?

No

Describe the issues that were identified and how they have been/will be resolved, or whether an ADOA-ASET representative should contact you.

Does the proposed solution and associated costs include provisions for failover and disaster recovery backup and recovery strategy to ensure a continuous operation in case of an outage?

Please explain why not, or what alternative plans are in place.

Has your agency determined that this project is in compliance with all applicable statutes, regulations, policies, standards & procedures (e.g., for network, security, platform, software, data)?

Yes

Please explain project compliance issues.

Will the Project have any AI Components?

No

Has the tool/platform been approved by the AI Committee Review Process?

6. SECURITY & DATA PRIVACY

Where will the proposed solution be hosted?

State Managed Cloud Environment

Please explain where the proposed solution will be hosted.

Name of Environment

Has FedRAMP or GovRamp security authorization been obtained or initiated?

If applicable, has a System Security Plan (draft or finalized version) been provided to AZDOHA GRC (grc@azdohs.gov)?

Vendor/State Employee Security Contact Name

Vendor/State Employee Security Contact Email

Vendor/State Employee Security Contact Phone

Vendor/State Employee Security Contact Title

Will any Confidential state data as defined in the 8110 Statewide Data Classification Policy be transmitted, stored, or processed within this system?

Describe what security infrastructure/controls are/will be put in place to safeguard this data.

Does this project involve collecting, moving, or changing how your agency manages data?

Describe below what security infrastructure/controls are/will be put in place to safeguard this data.

Please explain the specific mechanisms for how data will be collected, moved, or managed. (For example: Describe any technical processes like ETL (Extract, Transform, Load), data- cleansing steps, or changes to data governance and storage.)

Please provide the name of the individual from your agency who will serve as the Data Owner for this project.

Please provide the email address of the individual from your agency who will serve as the Data Owner for this project.

Does your project utilize a business glossary?

Does your project utilize a Data Dictionary?

Does your project utilize a Data catalog?

Does your project utilize Data Models (Conceptual, Logical, Physical)?

Does your project utilize Data Flow/Data Lineage Diagrams? Please note, this is different from the system flow diagram that is requested as part of the System Security Plan (SSP).

Are other relevant data-related documents or artifacts not listed above that your project utilizes to support its implementation?

Please specify or explain other relevant data-related documents or artifacts.

7. SCHEDULE

Does a comprehensive project plan/schedule exist that clearly outlines the project's scope, objectives, deliverables and key milestones with estimated start/end dates?

Estimated Start Date

07/01/27

Estimated Finish Date

06/30/28

Milestone / Task	Estimated Start Date	Estimated Finish Date

8. BUDGET & FINANCIALS

Have the estimated ongoing support costs for sustaining the proposed solution over a five-year lifecycle, post implementation, been determined?

Please Explain

Does the allocated funding for this project include a contingency for potential cost overruns or changes in scope?

Base Budget (Available)	Base Budget % of Project	Base Budget Start Date	Base Budget End Date
$384,394	100%	07/01/27	06/30/28
APF (Available)	**APF % of Project**	**APF Funds Start Date**	**APF Funds End Date**
	0%		
Grant Funds (Available)	**Grant Funds % of Project**	**Grant Funds Start Date**	**Grant Funds End Date**
	0%		
Federal Funds (Available)	**Federal % of Project**	**Federal Funds Start Date**	**Federal Funds End Date**
	0%		
Other Appropriated (Available)	**Other Appropriated % of Project**	**OAF Start Date**	**OAF End Date**
	0%		
Other Non-Appropriated (Available)	**Other Non-Appropriated % of Project**	**O-NAF Start Date**	**O-NAF End Date**
	0%		

Description	PIJ Category	Cost Type	Fiscal Year Spend	Funding Source	Quantity	Unit Cost	Extended Cost	Tax Rate	Tax	Total Cost
Microsoft Intune (EMS E3 and Entra ID P2) licensing to extend cloud-native, identity-driven security to approximately 5,900 endpoint devices and advance a "Secure-by-Design" infrastructure. (Includes Tax)	License & Maintenance Fees	Development	1	Non-APF	1	$384,394	$384,394	0%	$0	$384,394

9. POTENTIAL IMPACT

Are there resource availability conflicts (e.g., skilled staff, cloud capacity) impacting project delivery or optimization?

Resource Conflicts Explanation

Does the schedule depend on other projects, procurements, or critical external system readiness?

Schedule Dependencies Explanation

Will implementation involve significant changes to user interface, functionality, or workflow?

UI Changes Explanation

Will the solution change public-facing applications, APIs, or data access?

Public Facing Explanation

Which main technology area does this project primarily involve?

In simple terms, please describe how this project will impact or change your agency's technology, systems, or services.

10. PROJECT

What formal project management methodology (e.g., Agile, Waterfall, Hybrid) does your agency employ for IT projects?

Clearly describe & define the roles, responsibilities, and accountability for the Agency, all external vendors, and any third-party stakeholders.

How does this project explicitly align with and contribute to your agency's current IT Strategic Plan and the state's broader IT modernization roadmap (e.g., cloud-first, AI initiatives)?

Project Manager Name

Project Manager Email

Will the Project Manager be filling out the Status Reporting?

This is the name of the individual responsible for submitting status reports.

This is the email address for the individual responsible for submitting status reports.

Risk Number	Name	Status	Description	Probability	Impact	Date Opened	Date Mitigated	Date Closed	Mitigation Plan

11. PROJECT SUCCESS

Please provide at least one quantifiable key performance indicator (KPI) to measure overall project success and the results or impact of the business activity in terms of generated benefits (e.g., increased productivity, improved customer service, etc.). This should include a current baseline. An example of a KPI would be: *Increase customer satisfaction from 5% to 10%, 30 days after project close.*

Please confirm the Responsible Owner for the KPI. This person will be responsible for providing KPI metrics after project implementation.

Responsible Owner Email

12. PIJ REVIEWERS

Agency Project Sponsor

Agency Project Sponsor Email

Agency Project Sponsor Approval Date

Agency CIO (or designee)

Agency CIO (or designee) Email

Agency CIO (or designee) Approval Date
{{PIJ_SUBMISSION_AGENCY_CIO_APPROVAL_DATE} \@ MM/dd/yy }

Agency ISO (or designee)

Agency ISO (or designee) Email

Agency ISO (or designee) Approval Date

Agency CFO (or Financial Designee)

Agency CFO (or Financial Designee) Email

Agency CFO (or Financial Designee) Approval Date

Agency SPO Representative

Agency SPO Representative Email

Agency SPO Representative

ARIZONA
DEPARTMENT OF ADMINISTRATION
ARIZONA STRATEGIC ENTERPRISE TECHNOLOGY

Project Investment Justification

Halcyon Ransomware Anti-Exploitation & Resilience Platform

DT27009

Department of Transportation

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1. GENERAL INFORMATION

PIJ ID: DT27009
PIJ Name: Halcyon Ransomware Anti-Exploitation & Resilience Platform
Account: Department of Transportation
Business Unit Requesting: Information Technology Group
IT Goal: Align Security Policy
Sponsor: Steve West
Sponsor Title: Chief Information Officer
Sponsor Email: swest@azdot.gov
Sponsor Phone: 6027128343

2. BUSINESS JUSTIFICATION

Please describe the specific operational issue or business need that this initiative seeks to address within the Agency.

ADOT's server infrastructure (900 devices), that support websites, cloud-based services, data center applications and backups, faces continuous threats where traditional Endpoint Detection and Response (EDR) tools can be bypassed by modern ransomware attacks. Currently, a successful ransomware attack could cripple critical business applications (e.g., ePro, Transport, Data Warehouse, TraCS, Spillman, DBE Goals, FIS, Project Master, Position Maintenance, etc.) and associated back-end databases. State and local governments face average recovery costs exceeding $2.5 million per incident.

A recent example is an attack located in Nevada in 2025 costing over $1.8 million in overtime and recovery. ADOT currently has no automated resiliency layer to stop encryption or restore systems quickly meaning recovery could take weeks and severely disrupt public-facing services.

The absence of a ransomware specific platform also strains Information Technology Group (ITG) resources. The Security Operations Center (SOC) has eight personnel responding 24/7 but human monitoring cannot match the speed or sophistication of modern ransomware. Software that is specifically developed to block ransomware is far more effective than human response efforts.

Describe the specific benefits that the State and/or the Agency will realize.

Implementing the Halcyon Ransomware Anti-Exploitation and Resilience Platform provides ADOT with a dedicated, automated defense layer that dramatically reduces the financial, operational and service delivery impact of ransomware attacks. Halcyon is designed to stop encryption in real time and automatically reverse damage allowing ADOT to recover systems in hours instead of weeks. This directly protects the agency from the extremely high cost of ransomware incidents. By preventing these types of outages, Halcyon safeguards critical application such as ePro, Transport, TraCS, Spillman and ADOTs data warehouse ensuring uninterrupted service delivery to citizens

Meeting Federal Standards. This tool ensures ADOT follows NIST (National Institute of Standards and Technology) guidelines—the federal playbook for cybersecurity. Staying in line with these rules is vital for passing state audits.

An Undo Button for Attacks. If a hacker manages to slip past our primary defenses and starts encrypting our data, Halcyon automatically stops them and reverses the damage instantly. This allows us to recover in hours rather than spending weeks manually restoring systems from backups.

Saving the Agency Money. For a $45,000 investment, we are protecting ADOT from a ransomware event that could easily cost the agency over $2 million in emergency recovery fees, lost productivity, and legal liabilities. It is a small price to pay for a massive reduction in risk.

Describe the proposed solution.

The proposed solution is to implement the Halcyon Ransomware Anti-Exploitation and Resilience Platform as an automated, purpose built security layer across ADOTs 900 server environment. This requires a modest ongoing investment of $45,000 per year leveraging existing ITG staff and infrastructure with no need for additional personnel. This solution directly resolves ADOTs current bottlenecks by eliminating resilience on manual Security Operations Center (SOC) response during fast moving attacks and ensuring critical systems such as ePro, Transport, TraCS, Spillman and ADOTs data warehouse remain operational even if a ransomware attack is attempted. Halcyons automated rollback and resilience capabilities prevent multimillion dollar recovery costs, reduce downtime and protect citizen facing services form disruption. By adding this dedicated protection layer, ADOT strengthens its cybersecurity posture, aligns with NIST guidelines and ensures continuity of operations across essential transportation and enforcement systems.

Have the appropriate steps been taken to validate that the existing technology documentation is accurate and sufficient to inform the detailed design and implementation plan for the proposed solution?

Yes

Please provide a detailed description of the current technology stack, including hardware, software, network infrastructure, any relevant integrations.

Have the business requirements and any identified technology requirements for this initiative been gathered and finalized?

Yes

Please explain how quantities, timelines, and costs for this project were determined (e.g., number of licenses, required disk capacity, estimated hours for professional services) for the proposed solution.

3. PROCUREMENT METHOD

Please confirm which procurement method was utilized for this project?

Please provide an explanation of the procurement method.

Three Vendor Quotes

Please provide a detailed explanation and any supporting documentation (e.g., emails for disqualified vendors, sole vendor exception form).

What steps have been taken to guarantee that all work involving access to State of Arizona data remains strictly with U.S. territories and in accordance with all governing contractual conditions?

Does your agency have experience with proposed vendor for a project with similar scope or technology?

Please explain if this is a new vendor for your agency or if they lack proven success with similar situations. This helps us understand potential risks.

Please provide the existing state contract number. If not applicable, enter N/A.

If a staff augmented contractor is being utilized, please provide the hourly rate and the total hours committed to this project.

4. VENDOR INFORMATION

Vendor Name

Vendor Contact Name

Vendor Contact Phone

Vendor Contact Email

5. TECHNOLOGY

Within this proposed solution, are there any components—such as specific software tools, cloud services, or infrastructure—that represent technology that is new or unfamiliar to your agency?

Yes

Please briefly describe the new/unfamiliar technology and whether your agency has prior experience with it.

Will this project utilize or replace an existing technology solution within your agency?

Yes

Please briefly describe the existing technology that's being replaced and why this new solution is needed (e.g., outdated system, new capabilities required).

Does this project require multiple system interfaces (e.g., APIs, data exchange with other external or application systems/agencies or other internal systems/divisions)

No

Please explain multiple system interfaces.

Will the solution require custom development to meet your agency's needs (not just out-of-the-box use)?

No

Please provide more information and explain how you plan to sustain the solution long term.

Does the project require the purchase of hardware equipment?

No

Does the project require replacing and/or upgrading servers or appliance hardware?

No

Has a cloud exception form been executed?

Have any compatibility issues been identified between the proposed solution and the existing environment, e.g., upgrade to server needed before new COTS solution can be installed?

No

Describe the issues that were identified and how they have been/will be resolved, or whether an ADOA-ASET representative should contact you.

Does the proposed solution and associated costs include provisions for failover and disaster recovery backup and recovery strategy to ensure a continuous operation in case of an outage?

Please explain why not, or what alternative plans are in place.

Has your agency determined that this project is in compliance with all applicable statutes, regulations, policies, standards & procedures (e.g., for network, security, platform, software, data)?

Yes

Please explain project compliance issues.

Will the Project have any AI Components?

No

Has the tool/platform been approved by the AI Committee Review Process?

6. SECURITY & DATA PRIVACY

Where will the proposed solution be hosted?

Please explain where the proposed solution will be hosted.

Name of Environment

Has FedRAMP or GovRamp security authorization been obtained or initiated?

If applicable, has a System Security Plan (draft or finalized version) been provided to AZDOHA GRC (grc@azdohs.gov)?

Vendor/State Employee Security Contact Name

Vendor/State Employee Security Contact Email

Vendor/State Employee Security Contact Phone

Vendor/State Employee Security Contact Title

Will any Confidential state data as defined in the 8110 Statewide Data Classification Policy be transmitted, stored, or processed within this system?

Describe what security infrastructure/controls are/will be put in place to safeguard this data.

Does this project involve collecting, moving, or changing how your agency manages data?

Describe below what security infrastructure/controls are/will be put in place to safeguard this data.

Please explain the specific mechanisms for how data will be collected, moved, or managed. (For example: Describe any technical processes like ETL (Extract, Transform, Load), data- cleansing steps, or changes to data governance and storage.)

Please provide the name of the individual from your agency who will serve as the Data Owner for this project.

Please provide the email address of the individual from your agency who will serve as the Data Owner for this project.

Does your project utilize a business glossary?

Does your project utilize a Data Dictionary?

Does your project utilize a Data catalog?

Does your project utilize Data Models (Conceptual, Logical, Physical)?

Does your project utilize Data Flow/Data Lineage Diagrams? Please note, this is different from the system flow diagram that is requested as part of the System Security Plan (SSP).

Are other relevant data-related documents or artifacts not listed above that your project utilizes to support its implementation?

Please specify or explain other relevant data-related documents or artifacts.

7. SCHEDULE

Does a comprehensive project plan/schedule exist that clearly outlines the project's scope, objectives, deliverables and key milestones with estimated start/end dates?

Yes

Estimated Start Date

07/01/27

Estimated Finish Date

06/30/28

Milestone / Task	Estimated Start Date	Estimated Finish Date

8. BUDGET & FINANCIALS

Have the estimated ongoing support costs for sustaining the proposed solution over a five-year lifecycle, post implementation, been determined?

Yes

Please Explain

Does the allocated funding for this project include a contingency for potential cost overruns or changes in scope?

No

Base Budget (Available)	Base Budget % of Project	Base Budget Start Date	Base Budget End Date
$45,000	100%	07/01/27	06/30/28
APF (Available)	**APF % of Project**	**APF Funds Start Date**	**APF Funds End Date**
	0%		
Grant Funds (Available)	**Grant Funds % of Project**	**Grant Funds Start Date**	**Grant Funds End Date**
	0%		
Federal Funds (Available)	**Federal % of Project**	**Federal Funds Start Date**	**Federal Funds End Date**
	0%		
Other Appropriated (Available)	**Other Appropriated % of Project**	**OAF Start Date**	**OAF End Date**
	0%		
Other Non-Appropriated (Available)	**Other Non-Appropriated % of Project**	**O-NAF Start Date**	**O-NAF End Date**
	0%		

Description	PIJ Category	Cost Type	Fiscal Year Spend	Funding Source	Quantity	Unit Cost	Extended Cost	Tax Rate	Tax	Total Cost
Ongoing annual subscription for Halcyon Ransomware Anti-Exploitation and Resilience software. (tax included)	Software	Development	1	Non-APF	1	$45,000	$45,000	0%	$0	$45,000

9. POTENTIAL IMPACT

Are there resource availability conflicts (e.g., skilled staff, cloud capacity) impacting project delivery or optimization?

No

Resource Conflicts Explanation

Does the schedule depend on other projects, procurements, or critical external system readiness?

No

Schedule Dependencies Explanation

Will implementation involve significant changes to user interface, functionality, or workflow?

Yes

UI Changes Explanation

Will the solution change public-facing applications, APIs, or data access?

No

Public Facing Explanation

Which main technology area does this project primarily involve?

Software

In simple terms, please describe how this project will impact or change your agency’s technology, systems, or services.

10. PROJECT

What formal project management methodology (e.g., Agile, Waterfall, Hybrid) does your agency employ for IT projects?

Clearly describe & define the roles, responsibilities, and accountability for the Agency, all external vendors, and any third-party stakeholders.

How does this project explicitly align with and contribute to your agency's current IT Strategic Plan and the state's broader IT modernization roadmap (e.g., cloud-first, AI initiatives)?

Project Manager Name

Project Manager Email

Will the Project Manager be filling out the Status Reporting?

This is the name of the individual responsible for submitting status reports.

This is the email address for the individual responsible for submitting status reports.

Risk Number	Name	Status	Description	Probability	Impact	Date Opened	Date Mitigated	Date Closed	Mitigation Plan

11. PROJECT SUCCESS

Please provide at least one quantifiable key performance indicator (KPI) to measure overall project success and the results or impact of the business activity in terms of generated benefits (e.g., increased productivity, improved customer service, etc.). This should include a current baseline. An example of a KPI would be: *Increase customer satisfaction from 5% to 10%, 30 days after project close.*

1. Reduction in Ransomware Risk Profile. Verified through quarterly "purple team" simulations and penetration testing.

2. Recovery Time Objective (RTO). Achieving a 50% reduction in time required to restore a server compared to traditional tape/cloud backup methods.

3. Detections & Preventions. Monthly reporting on "High-Intensity File Activity" blocked by the service engine that may have been missed by general security layers.

Please confirm the Responsible Owner for the KPI. This person will be responsible for providing KPI metrics after project implementation.

Responsible Owner Email

12. PIJ REVIEWERS

Agency Project Sponsor

Steve West

Agency Project Sponsor Email

Agency Project Sponsor Approval Date

Agency CIO (or designee)

Steve West

Agency CIO (or designee) Email

Agency CIO (or designee) Approval Date

{{PIJ_SUBMISSION_AGENCY_CIO_APPROVAL_DATE} \@ MM/dd/yy }

Agency ISO (or designee)

Thomas Branham

Agency ISO (or designee) Email

Agency ISO (or designee) Approval Date

Agency CFO (or Financial Designee)

Jacob Gable

Agency CFO (or Financial Designee) Email

Agency CFO (or Financial Designee) Approval Date

Agency SPO Representative

Agency SPO Representative Email

Agency SPO Representative

ARIZONA
DEPARTMENT OF ADMINISTRATION
ARIZONA STRATEGIC ENTERPRISE TECHNOLOGY

Project Investment Justification

Zscaler's Automated AI Governance Gateway

DT26024

Department of Transportation

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1. GENERAL INFORMATION

PIJ ID: DT26024
PIJ Name: Zscaler's Automated AI Governance Gateway
Account: Department of Transportation
Business Unit Requesting: Information Technology Group (ITG)
IT Goal: Align Security Policy
Sponsor: Steve West
Sponsor Title: Chief Information Officer
Sponsor Email: swest@azdot.gov
Sponsor Phone: 602-712-8343

2. BUSINESS JUSTIFICATION

Please describe the specific operational issue or business need that this initiative seeks to address within the Agency.

GenAI security is necessary to reduce the following risks for ADOT:

Unmanaged Shadow AI Proliferation: Without a secure gateway, personnel will continue to use unauthorized GenAI tools to keep up with their workloads. This creates an unmonitored Shadow IT environment where ADOT has zero visibility into what data is being uploaded, directly violating P2000 Section 5.1.5.2.

Irreversible Data Exposure: Every day of delay is another day where sensitive ADOT data such as engineering schematics, PII, or HR information could be ingested into AI training models. Once data is used to train a public model, it cannot be deleted, potentially leading to permanent exposure of State information.

Audit Non-Compliance: ADOT is currently unable to meet the mandatory transparency and prompt-logging requirements of P2000 Section 5.1.2.

A delay extends our period of non-compliance, leaving the Department vulnerable to negative findings in state audits or legal discovery requests.

To meet the mandatory requirements of State of Arizona Policy P2000 without sacrificing agency productivity, ITG recommends the procurement of Zscaler's GenAI Security service. Unlike standard firewalls, Zscaler acts as a specialized governance gateway that sits between ADOT employees and AI applications. This gateway monitors AI input for each user, logs their interactions, and can block data it believes is sensitive or confidential. It also provides metrics for many AI user categories, all without adding additional steps to the employee's GenAI user experience. This solution provides the specific technical controls required to satisfy Arizona's regulatory framework:

1. Automated Data Loss Prevention (DLP)

Compliance with Sections 5.1.5.2 & 5.1.5.3: Zscaler utilizes high-performance inline inspection to scan every interaction for sensitive data. It can automatically detect and block the transmission of Personally Identifiable Information (PII), PCI data, or internal source code before it reaches a public AI model.

2. Automated Prompt Logging & Attribution

Compliance with Section 5.1.2: Zscaler solves the transparency requirement by automatically capturing and archiving the exact prompts entered by users.

Administrative Record-Keeping: Instead of manual logging, Zscaler provides a searchable audit trail of which AI tools were used, which employees used them, and exactly what methods (prompts) were employed. This satisfies the state's requirement for full attribution and documentation.

3. Verification of Non-Training Agreements

Compliance with Section 5.1.7.1: By funneling AI traffic through Zscaler, ADOT can enforce policies that only allow access to authorized versions of AI tools where the vendor has contractually agreed not to use state data for model training.

4. CIO Dashboard for Periodic Review

Compliance with Section 4.2.6: Zscaler provides a Company Summary Report (CIO Report) and a GenAI Security Dashboard. These interactive tools allow the ADOT CIO to conduct the mandated periodic reviews of AI usage. The dashboard visualizes usage trends, identifies potential Shadow AI apps being used by staff, and flags any attempted policy violations.

Describe the specific benefits that the State and/or the Agency will realize.

ADOT proposes the adoption of Zscaler's Automated AI Governance Gateway, an add-on to our existing Zscaler engagement, to proactively address the security and compliance requirements outlined in the State of Arizona Policy P2000 (Generative AI Policy).

ADOT must adhere to the State of Arizona Policy P2000. This policy outlines rigorous standards for data protection, transparency, and executive oversight. It is critical to view AI not just as a productivity tool, but as a new data egress point that requires a governance layer. Failure to meet P2000 standards exposes the agency to significant data breaches and non-compliance with state auditing requirements.

To remain compliant with P2000, ADOT is required to meet the following AI governance sections:

Data Sovereignty and Confidentiality (Sections 5.1.5.2 & 5.1.5.3): Policy strictly prohibits adding Confidential Data to any publicly accessible AI model. We must ensure that material inappropriate for public release is never entered as input into tools that have not been explicitly approved for that specific use case.

Mandatory Transparency & Attribution (Section 5.1.2): ADOT must maintain a full audit trail of AI usage. This includes documenting the specific AI models used, the methods employed, and the specific prompts entered by employees.

Procurement & Training Restrictions (Section 5.1.7.1): We are prohibited from allowing AI vendors to use State of Arizona materials or data to train their proprietary models unless pre-approved. We must have a mechanism to separate our data from the vendor's learning algorithms.

Continuous Executive Oversight (Section 4.2.6): The ADOT CIO is required to periodically review all AI usage to ensure it aligns with State strategies and safety priorities. This requires a centralized, high-level view of all AI traffic originating from the Department.

Describe the proposed solution.

Automated AI Governance Gateway is the proposed solution, which involves deploying a specialized security layer that sits between the ADOT user and the AI provider. This gateway automatically identifies sensitive data, logs every prompt for audit purposes, and ensures that our data is never used to train public models.

Have the appropriate steps been taken to validate that the existing technology documentation is accurate and sufficient to inform the detailed design and implementation plan for the proposed solution?

Yes

Please provide a detailed description of the current technology stack, including hardware, software, network infrastructure, any relevant integrations.

Have the business requirements and any identified technology requirements for this initiative been gathered and finalized?

Yes

Please explain how quantities, timelines, and costs for this project were determined (e.g., number of licenses, required disk capacity, estimated hours for professional services) for the proposed solution.

ADOT proposes the adoption of Zscaler's Automated AI Governance Gateway, an add-on to our existing Zscaler engagement, to proactively address the security and compliance requirements outlined in the State of Arizona Policy P2000 (Generative AI Policy).

3. PROCUREMENT METHOD

Please confirm which procurement method was utilized for this project?

Please provide an explanation of the procurement method.

Three Vendor Quotes

Please provide a detailed explanation and any supporting documentation (e.g., emails for disqualified vendors, sole vendor exception form).

What steps have been taken to guarantee that all work involving access to State of Arizona data remains strictly with U.S. territories and in accordance with all governing contractual conditions?

Does your agency have experience with proposed vendor for a project with similar scope or technology?

Please explain if this is a new vendor for your agency or if they lack proven success with similar situations. This helps us understand potential risks.

Please provide the existing state contract number. If not applicable, enter N/A.

If a staff augmented contractor is being utilized, please provide the hourly rate and the total hours committed to this project.

4. VENDOR INFORMATION

Vendor Name

Vendor Contact Name

Vendor Contact Phone

Vendor Contact Email

5. TECHNOLOGY

Within this proposed solution, are there any components—such as specific software tools, cloud services, or infrastructure—that represent technology that is new or unfamiliar to your agency?

Yes

Please briefly describe the new/unfamiliar technology and whether your agency has prior experience with it.

Will this project utilize or replace an existing technology solution within your agency?

Please briefly describe the existing technology that's being replaced and why this new solution is needed (e.g., outdated system, new capabilities required).

Does this project require multiple system interfaces (e.g., APIs, data exchange with other external or application systems/agencies or other internal systems/divisions)

Please explain multiple system interfaces.

Will the solution require custom development to meet your agency's needs (not just out-of-the-box use)?

No

Please provide more information and explain how you plan to sustain the solution long term.

Does the project require the purchase of hardware equipment?

No

Does the project require replacing and/or upgrading servers or appliance hardware?

No

Has a cloud exception form been executed?

Have any compatibility issues been identified between the proposed solution and the existing environment, e.g., upgrade to server needed before new COTS solution can be installed?

No

Describe the issues that were identified and how they have been/will be resolved, or whether an ADOA-ASET representative should contact you.

Does the proposed solution and associated costs include provisions for failover and disaster recovery backup and recovery strategy to ensure a continuous operation in case of an outage?

Please explain why not, or what alternative plans are in place.

Has your agency determined that this project is in compliance with all applicable statutes, regulations, policies, standards & procedures (e.g., for network, security, platform, software, data)?

Yes

Please explain project compliance issues.

Will the Project have any AI Components?

Has the tool/platform been approved by the AI Committee Review Process?

6. SECURITY & DATA PRIVACY

Where will the proposed solution be hosted?

Please explain where the proposed solution will be hosted.

Name of Environment

Has FedRAMP or GovRamp security authorization been obtained or initiated?

If applicable, has a System Security Plan (draft or finalized version) been provided to AZDOHA GRC (grc@azdohs.gov)?

Vendor/State Employee Security Contact Name

Vendor/State Employee Security Contact Email

Vendor/State Employee Security Contact Phone

Vendor/State Employee Security Contact Title

Will any Confidential state data as defined in the 8110 Statewide Data Classification Policy be transmitted, stored, or processed within this system?

Describe what security infrastructure/controls are/will be put in place to safeguard this data.

Does this project involve collecting, moving, or changing how your agency manages data?

Describe below what security infrastructure/controls are/will be put in place to safeguard this data.

Please explain the specific mechanisms for how data will be collected, moved, or managed. (For example: Describe any technical processes like ETL (Extract, Transform, Load), data- cleansing steps, or changes to data governance and storage.)

Please provide the name of the individual from your agency who will serve as the Data Owner for this project.

Please provide the email address of the individual from your agency who will serve as the Data Owner for this project.

Does your project utilize a business glossary?

Does your project utilize a Data Dictionary?

Does your project utilize a Data catalog?

Does your project utilize Data Models (Conceptual, Logical, Physical)?

Does your project utilize Data Flow/Data Lineage Diagrams? Please note, this is different from the system flow diagram that is requested as part of the System Security Plan (SSP).

Are other relevant data-related documents or artifacts not listed above that your project utilizes to support its implementation?

Please specify or explain other relevant data-related documents or artifacts.

7. SCHEDULE

Does a comprehensive project plan/schedule exist that clearly outlines the project's scope, objectives, deliverables and key milestones with estimated start/end dates?

Estimated Start Date

07/01/27

Estimated Finish Date

06/30/28

Milestone / Task	Estimated Start Date	Estimated Finish Date

8. BUDGET & FINANCIALS

Have the estimated ongoing support costs for sustaining the proposed solution over a five-year lifecycle, post implementation, been determined?

Yes

Please Explain

Does the allocated funding for this project include a contingency for potential cost overruns or changes in scope?

No

Base Budget (Available)	Base Budget % of Project	Base Budget Start Date	Base Budget End Date
$75,000	100%	07/01/27	06/30/28
APF (Available)	**APF % of Project**	**APF Funds Start Date**	**APF Funds End Date**
	0%		
Grant Funds (Available)	**Grant Funds % of Project**	**Grant Funds Start Date**	**Grant Funds End Date**
	0%		
Federal Funds (Available)	**Federal % of Project**	**Federal Funds Start Date**	**Federal Funds End Date**
	0%		
Other Appropriated (Available)	**Other Appropriated % of Project**	**OAF Start Date**	**OAF End Date**
	0%		
Other Non-Appropriated (Available)	**Other Non-Appropriated % of Project**	**O-NAF Start Date**	**O-NAF End Date**
	0%		

Description	PIJ Category	Cost Type	Fiscal Year Spend	Funding Source	Quantity	Unit Cost	Extended Cost	Tax Rate	Tax	Total Cost
Licensing (includes tax)	Software	Development	1	Non-APF	1	$75,000	$75,000	0%	$0	$75,000
Licensing (includes tax)	Software	Operational	2	Non-APF	1	$75,000	$75,000	0%	$0	$75,000
Licensing (includes tax)	Software	Operational	3		1	$75,000	$75,000	0%	$0	$75,000

				Non-APF						
Licensing (includes tax)	Software	Operational	4	Non-APF	1	$75,000	$75,000	0%	$0	$75,000
Licensing (includes tax)	Software	Operational	5	Non-APF	1	$75,000	$75,000	0%	$0	$75,000

9. POTENTIAL IMPACT

Are there resource availability conflicts (e.g., skilled staff, cloud capacity) impacting project delivery or optimization?

No

Resource Conflicts Explanation

Does the schedule depend on other projects, procurements, or critical external system readiness?

Schedule Dependencies Explanation

Will implementation involve significant changes to user interface, functionality, or workflow?

Yes

UI Changes Explanation

Will the solution change public-facing applications, APIs, or data access?

No

Public Facing Explanation

Which main technology area does this project primarily involve?

Software;Security

In simple terms, please describe how this project will impact or change your agency's technology, systems, or services.

10. PROJECT

What formal project management methodology (e.g., Agile, Waterfall, Hybrid) does your agency employ for IT projects?

Clearly describe & define the roles, responsibilities, and accountability for the Agency, all external vendors, and any third-party stakeholders.

How does this project explicitly align with and contribute to your agency's current IT Strategic Plan and the state's broader IT modernization roadmap (e.g., cloud-first, AI initiatives)?

Project Manager Name

Project Manager Email

Will the Project Manager be filling out the Status Reporting?

No

This is the name of the individual responsible for submitting status reports.

This is the email address for the individual responsible for submitting status reports.

itgpdo@azdot.gov

Risk Number	Name	Status	Description	Probability	Impact	Date Opened	Date Mitigated	Date Closed	Mitigation Plan

11. PROJECT SUCCESS

Please provide at least one quantifiable key performance indicator (KPI) to measure overall project success and the results or impact of the business activity in terms of generated benefits (e.g., increased productivity, improved customer service, etc.). This should include a current baseline. An example of a KPI would be: *Increase customer satisfaction from 5% to 10%, 30 days after project close.*

• 100% of all outgoing traffic to GenAI domains is routed through the security gateway, ensuring that all interactions are logged and attributed per P2000 Section 5.1.2.

• # times the system prevented a user from accidentally uploading confidential ADOT files or PII into an AI tool.

• Time needed to generate a

Arizona Department of Transportation
FY 2028 Decision Package

Title: Commercial Vehicle Permitting and Routing System

Priority: 3

FTE: 0; **Request:** $2,524,400

Fund Source:

Motor Vehicle Liability Insurance Enforcement Fund - Operating Lump Sum (DT2285/DT58000) $2,524,400

SUMMARY:

The Arizona Department of Transportation's (ADOT) Ports of Entry (POEs) ensure that commercial vehicles can safely and efficiently enter Arizona. The Commercial Vehicle permitting system is necessary to issue all Arizona Revised Statute mandated commercial vehicle permits to include: Registration credentials, Motor Carrier credentials, Use Fuel credentials and all Oversize and Overweight permits with routing and specific requirements and/or restrictions. A modern permitting and routing system supports the Governor's priorities of an affordable and thriving economy, public safety, border security, and protecting Arizona's infrastructure. ADOT's Enforcement and Compliance Division (ECD) is requesting one-time funding of $2,524,400 for FY 2028 to begin replacement of its outdated commercial vehicle permitting and routing system (Transport), with an anticipated FY 2029 request to complete implementation and transition to ongoing support. Funding would allow the implementation of a new commercial off-the-shelf (COTS) or Cloud-based Software as a Service (SaaS) unified commercial vehicle permitting and routing solution. The implementation is expected to take approximately 18 months and is a one-time investment, with ongoing subscription costs anticipated following completion. This FY 2028 request funds replacement of Transport only; replacement of ePRO is planned as a second phase under the anticipated FY 2029 request.

BACKGROUND:

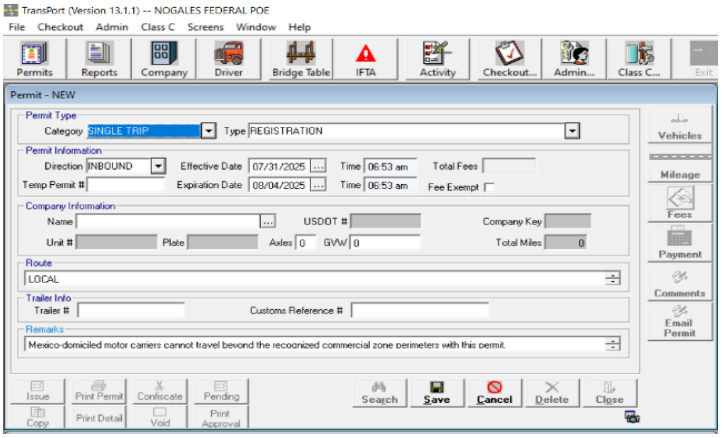
In September 2028, ADOT's new Douglas international POE is expected to open, located 4.5 miles west of the existing Raul Hector Castro POE and co-located with the Federal Motor Carrier Safety Administration (FMCSA) and U.S. Customs and Border Protection (CBP). Built with an investment of more than $40 million from the Federal government, Douglas will service international commercial traffic exclusively, while the existing Castro POE will remain open for interstate commercial vehicles. ECD is responsible for ensuring the efficient and timely movement of goods across the State by commercial motor vehicles, while ensuring the safety of the traveling public and protecting the State's transportation infrastructure from damage. ECD currently operates seventeen static POEs located on or near Arizona's interstate or international borders. These POEs ensure all commercial motor vehicles are compliant with State and Federal statutes, regulations, and rules. ECD is responsible for issuing various types of commercial vehicle permits to motor carriers for travel in Arizona, including:

- Single trip permits for travel within 96 hours or multi day permits are required for motor carriers entering Arizona who do not have a valid Arizona registration or International Registration Plan (IRP) credential, Motor Carrier credentials over 12,000 lbs., and Use Fuel Tax credentials. Registration, motor carrier, and use fuel permits allow a nonresident commercial carrier to purchase these permits to enter and travel lawfully in Arizona on multiple trips over a specific period.
- Envelope permits for vehicles whose outermost dimensions exceed certain specifications without exceeding maximum permitted weight computations for overweight axle group weight distribution.
- Class A oversize/overweight permits for travel on state routes only for nonreducible loads within specific size and weight limits (up to 14 feet wide, 16 feet in height, 120 feet in length, or up to 250,000 pounds).
- Class C oversize/overweight permits for loads exceeding 250,000 pounds, 120 feet in length, 16 feet in height, or 14 feet in width, requiring an engineering analysis by ADOT Transportation Systems Management and Operations (TSMO) staff for potential bridge impacts prior to issuance.
- "Easy" C Mobile Home Permits, like a Class C permit but not requiring an engineering analysis, issued only to vehicles that do not exceed certain weight and size dimensions.
- Interstate registration permits that allow foreign-registered interstate-operated vehicles to travel lawfully in Arizona. Mexico-based owner/operators cannot travel beyond commercial zone perimeters established by Federal regulation.

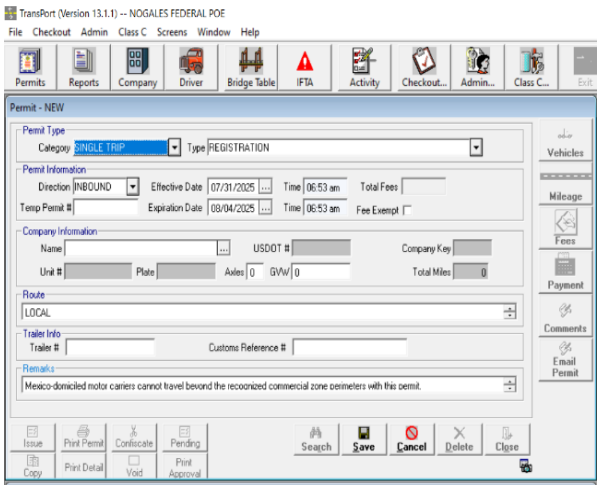
ADOT currently leverages multiple computer systems to support its commercial vehicle permitting functions, including Service Arizona for the purchase of international permits, Transport for processing those international permits, and ePRO for domestic permits that can be purchased online and within POE offices. This patchwork of systems is confusing to commercial carriers and does not provide the functionality that they expect. None of these current solutions fit within the future vision of a single permitting and routing solution that can serve all POEs in Arizona.

Transport

Transport is a custom, internally developed permitting application built in the 1990s that is utilized at international POEs to provide international-specific permit processing and workflows. It includes many convenience features that allow personnel in Rapid Enforcement Lanes (REL) to make fast decisions about trucks crossing into Arizona from the Federal customs checkpoint. The Transport application is significantly outdated and requires timely replacement. Transport is a Visual Basic 6 (VB6) application that runs on Windows 7, and Microsoft ended official support of the VB6 Integrated Development Environment in 2008. Microsoft's own support page states: "Microsoft strongly recommends that you replace your applications with modern technology." Transport depends on a dated platform, ADOT faces significant difficulty finding vendors, parts, and technical solutions to keep the system running.



ePRO



ePRO is a vendor-provided COTS web-based system that streamlines the process of interstate routing and permitting for commercial carriers. A 2023 assessment conducted by Kyndryl identified several challenges, including a difficult user interface for commercial vehicle operators and limited integration with other ADOT systems. The original intent was to replace Transport with ePRO; however, further analysis determined that ePRO cannot replace Transport due to system performance challenges at high-volume international POEs and the lack of offline capability for network outages. Given that ePRO could not replace Transport without significant customization, ADOT has determined it is more appropriate to procure a new unified permitting application.

ITG was recently notified of a security vulnerability affecting ADOT's current ePRO (version 4: environment. The vendor has confirmed that a permanent fix is not available for this version; ITG implemented a temporary mitigation, but it does not fully resolve the underlying risk. This unresolved vulnerability further underscores the urgency of replacing ePRO with a modern, vendor-supported permitting solution.

Impact on Ports of Entry

For an international POE like Nogales, where more than 1,800 trucks cross into the United States daily during produce season (December through June), Transport failing would be catastrophic. Arizona has grown into a lower-cost trade hub compared to other nearby states, and the expected growth in international commerce over the next decade must be enabled by streamlined processes for carriers bringing goods through the State. This expectation and the design of the new port at Douglas POE will bring additional CMV traffic. Estimates are for the traffic count to triple in the next 10 years, especially with the Douglas Federal port to start allowing cattle back into the US from Mexico.

A reliable permitting and routing system directly affects the motor carrier industry, particularly carriers engaged in interstate and international commerce who depend on predictable, low-friction border crossings to move freight on schedule. Delays at Arizona's POEs ripple through supply chains, increasing transit times and operating costs for carriers and raising the price of goods for consumers. Motor carriers weigh border efficiency when choosing shipping routes, and prolonged processing delays would push interstate and international freight toward ports of entry in other states, undermining Arizona's position as a competitive, lower-cost trade corridor. A modern, unified permitting system supports the industry by enabling faster processing, multiday and online permit purchases, and consistent service across all POEs.

ECD and U.S. Customs and Border Protection (CBP) at Nogales are located approximately 500 feet apart, the equivalent of three shipping trucks, with a fourth truck backing into CBP property. ECD technology identifies incoming vehicles and matches them to online permits, allowing contact time at the booth to be just 2-5 seconds. If Transport fails, that contact time increases from seconds to minutes, causing severe backups into CBP space and into Mexico. ECD would be forced to wave through approximately 95% of traffic to avoid excessive delays, only able to manually service 5% of vehicles. Under manual processing,

backups into CBP space and into Mexico. ECD would be forced to wave through approximately 95% of each vehicle would take 15-20 minutes on-site versus the current 30 seconds or less for internet-issued permits.

At international POEs, ECD verifies commercial permits and insurance, weights, and measurements, and conducts safety inspections including tire condition, load distribution, and roadworthiness. If 95% of commercial traffic were allowed to pass without inspection, it would significantly increase risks to public safety, roadway infrastructure, and border security.

At domestic POEs serving interstate commercial traffic, ECD verifies commercial vehicle permits, insurance, weights, and measurements against permitted limits and conducts safety inspections, including tire condition, load distribution, and roadworthiness, to protect Arizona's roadway and bridge infrastructure from damage. ECD also screens for prohibited items such as weapons, drugs, and evidence of human trafficking, evaluates driver condition for signs of drug or alcohol use, and reviews driver logs for federal compliance.

In September 2028, the new Douglas international POE, located 4.5 miles west of the existing Raul Hector Castro POE, is expected to open, co-located with the Federal Motor Carrier Safety Administration (FMCSA), CBP, and ADOT. This new POE will solely service international traffic, with the existing Castro POE remaining open for interstate commercial vehicles. With an investment of more than $40 million from the Federal government, a new permitting system is vital to operations at this new location.

As soon as 2028, a bridge closure in El Paso, Texas, is expected to divert significant traffic from Mexico through the Douglas Federal Port. With this anticipated surge in commercial vehicle traffic, a robust and modern permitting and routing system is essential to accommodate the additional volume. This shift represents a significant economic boost for Arizona: carriers that previously routed through Texas are expected to prefer crossing at Douglas and Arizona’s other POEs, bringing additional commercial traffic and economic activity to the State. Realizing this opportunity depends on a modern, efficient system, the long waits currently experienced by produce-season traffic at Nogales illustrate how processing delays push carriers toward other crossings. A faster, modernized permitting and routing system directly supports capturing this economic benefit by reducing wait times and increasing throughput.

Arizona Revised Statute §28-1105 created an important revenue source for border cities, counties, and the I-19/Mariposa Road Traffic Interchange improvement project in Nogales, Arizona through special permit fees. Should the current permitting system fail, it would result in loss of revenue for these cities and counties and delay completion of that interchange project. The failure of Transport jeopardizes the $1.7 million in permit revenue generated annually. Revenues distributed under A.R.S. §28-1105 are as follows:

Fiscal Year	Counties	Cities	Interchange Project	Total
2026	$478,453.09	$478,453.09	$945,843.82	$1,902,750.00
2025	$501,203.20	$501,203.20	$975,273.08	$1,977,679.48
2024	$471,487.48	$471,487.48	$906,262.52	$1,849,237.48
2023	$446,653.16	$446,653.14	$853,668.71	$1,746,975.01

A modern permitting system will help maximize the effectiveness of limited personnel by automating initial checks in collaboration with existing camera technology at POEs. The commercial trucking industry has also requested the capability to purchase multiday permits online, further decreasing border wait times and increasing cross-border confidence.

OPTIONS CONSIDERED AND REASONS FOR REJECTION:

Upgrading ePRO

One option considered was upgrading the current ePRO application to the latest available release and customizing it to fully meet international POE permitting requirements. This alternative was not recommended due to the extensive customization required, concerns about potential system performance issues at high-volume international POEs, and concerns about the incumbent vendor's long-term commitment to the commercial vehicle permitting marketplace.

Developing a Custom Application (MAX/MVD Now)

ADOT initiated an effort to develop a new module of the Motor Vehicle Division (MVD) MAX system (the platform underlying AZ MVD Now) to replace Transport. This effort demonstrated that it would require significant custom development to build a full permitting solution. MAX was designed specifically for driver licenses, vehicle registration, and vehicle titles, not commercial vehicle permitting and routing. Key barriers identified include:

- MAX runs on a different network infrastructure than the POEs, resulting in network compatibility issues that prevent the MAX team from supporting port operations.
- MAX would require Google Maps integration for advanced routing features at additional cost.
- MAX lacks the capacity to determine routes for overweight or oversized loads to prevent infrastructure damage.
- The MAX development team operates in a product-focused model exclusively supporting MVD's backlog, making it structurally difficult to support an external project of this scope.
- A custom solution carries long-term talent retention risk, the same risk that created the current Transport crisis. Custom applications grow outdated quickly and require specialized knowledge that may leave with employees.

Obtain a Third-Party Vendor (A.R.S. §28-5101)

Arizona Revised Statute §28-5101 permits a written agreement between ADOT and an authorized third-party electronic service provider to develop and provide services, with the vendor collecting and remitting statutorily prescribed fees and retaining a service fee from the customer. This option was considered but not selected as the primary path, as a unified COTS/SaaS solution better meets ADOT's operational and integration requirements.

Continue Using Current Systems As-Is
This alternative was rejected. Both Transport and ePRO are significantly outdated systems that can no longer reliably support ADOT's operations. Continuing to operate Transport represents unacceptable business and operational risk given the volume of international commercial vehicle traffic at Arizona's POEs and the expected exponential growth in international commercial traffic over the next decade.

RECOMMENDED OPTION:
ADOT proposes to implement a new COTS-based or Cloud-based SaaS unified commercial vehicle permitting and routing solution. The three key elements of the project are:

- Replace the custom Transport desktop application with a vendor-supported, scalable solution architected for offline processing and high-volume international POE traffic, and capable of supporting expected commercial traffic growth over the next 20 years.
- Replace ePRO for domestic oversize/overweight permit processing, resulting in a single unified system managed and maintained by one vendor.
- Enhance integration between the new permitting solution and other ADOT systems.
- Provide the ability to calculate and accommodate routing for overweight and oversized commercial vehicles, protecting Arizona's bridges and roadway infrastructure from damage—a capability the current systems do not support.

Implementation will be performed in two phases. Phase 1 will deploy the new solution at international POEs to replace Transport, addressing the most urgent business risk. Phase 2 will replace ePRO, resulting in a fully unified permitting and routing application. ePRO will remain in use for domestic permitting until Phase 2 is complete. Because this solution will be procured through an existing contract vehicle rather than a full competitive solicitation, procurement and deployment can move quickly, keeping the project on schedule and reducing the risk of delay.

The estimated cost to configure, build, test, and implement the new unified system is $3,313,965 total, with $2,524,400 requested in FY 2028 and the remainder anticipated in FY 2029:

	FY 2028	FY 2029	Total
Initial implementation cost (software/integrator)	$2,352,000	$0	$2,352,000
IT Group, Project Managers, and Business Analysts	$62,400	$62,400	$124,800
Software Licensing	$0	$487,200	$487,200
Project Contingency	$110,000	$240,000	$350,000
Total Estimated Cost	**$2,524,400**	**$789,600[1]**	**$3,314,000**

[1] FY 2029 amount is subject to change. ADOT anticipates an additional $551,900 in ongoing costs following implementation.

IMPACT OF NOT FUNDING IN THIS YEAR:
Failure to fund a unified commercial vehicle permitting and routing system in FY 2028 will result in continued operational and business risk associated with the aging Transport application, sustained gaps in ePRO, and further delay in achieving the anticipated return on investment from a modern system. Specific consequences include:

- Transport failure jeopardizes the $1.7 million in permit revenue generated annually and will force ECD to wave through approximately 95% of commercial traffic to avoid severe delays.
- AZDOHS and ADOA have issued mandates prohibiting the use of outdated software and hardware on state networks. Because Transport relies on legacy Visual Basic 6 code and requires an obsolete Windows 7 environment to operate, it runs directly counter to these security directives.
- The new Douglas international POE is expected to open in September 2028. Without a replacement system, two permitting systems (Transport and EPro) will continue to be used to be in compliance with legislative permitting mandates.
- The expected El Paso bridge closure in 2028 will divert significant commercial traffic through the Douglas Federal Port. Without a modern permitting system, ADOT will be unable to accommodate this surge in traffic.
- In Nogales, Douglas, and San Luis, when Trasport has an outage or fails the manual permit processing takes 15-20 minutes per vehicle versus the current 30 seconds or less, causing severe traffic backups into Mexico and likely forcing waivers for the vast majority of commercial traffic due to limited compound and parking space.
- Loss of enforcement capability means essential safety inspections, including screening for weapons, drugs, human trafficking, and driver impairment, cannot be performed on the vast majority of commercial vehicles.
- Revenue distributed to border counties, cities, and the I-19/Mariposa Road interchange improvement project under A.R.S. §28-1105 would be jeopardized, delaying critical infrastructure improvements at the I-19/Mariposa Road interchange in Nogales.
- ePRO's current version has an unresolved, vendor-confirmed security vulnerability for which no permanent fix is currently available. ITG has implemented only a temporary mitigation; continuing to operate on this unsupported version leaves ADOT exposed to this risk until a modern replacement system is funded.

PROMOTING EQUITABLE OUTCOMES

1. How will Arizona be better as a result of this investment?

   A modern, unified permitting and routing system prevents the potential failure of Transport. Transports the only system able to process international commercial permits which protects the $1.7 million in annual permit revenue and its distributions to border cities, counties, and the I19/Mariposa Road Traffic Interchange project under A.R.S. §28-1105. It also allows ADOT to process permits at the new Douglas POE from opening day, positions Arizona to capture additional freight traffic diverted by the expected El Paso bridge closure and preserves ECD's ability to screen commercial vehicles for safety and security rather tan waving through the majority of traffic due to system failure.

2. How does this funding request impact existing equity gaps for historically underserved, marginalized, or adversely affected groups, positively or negatively?

   This request does not target a specific population; it primarily benefits the motor carrier industry and border communities that depend on efficient, predictable border crossings. Replacing Transport also protects revenue distributions to border cities and counties under A.R.S. §28-1105 and prevents a scenario in which manual processing delays would force ECD to wave through the large majority of commercial traffic, reducing safety and security screening capacity across all affected communities equally.

3. How has the department included voices/feedback in the decision-making process of people that will be directly impacted by the spending plan implementation and the groups that will be targeted? How has this input affected the request?

   The commercial trucking industry has requested the ability to purchase multiday permits online, and that need has been incorporated into the requirements for the new system.

OUTCOMES SUPPORTED:
This issue incorporates the Governor's Priorities as shown below:

- public safety, border security, and corrections reform
- affordable and thriving economy
- infrastructure

This issue also incorporates ADOT's agency business plan strategies as follows:

- increase Motor Vehicle Division / Enforcement and Compliance Division capacity to serve customers

PERFORMANCE MEASURES TO QUANTIFY SUCCESS OF THE SOLUTION:
It is ADOT's expectation that the implementation of a new unified commercial vehicle permitting, and routing system will allow for an increase in international permit volume of at least 10% without requiring any additional staffing, and an increase of up to 15% in domestic permit volume without additional staffing. In addition to these quantitative benefits, the new system will:

- Fortify and improve the reliability of ADOT's core commercial motor vehicle permitting business processes.
- Provide a modern framework for improving service delivery.
- Allow for re-direction of staff time currently spent performing redundant data entry.
- Provide enhanced integration with other ADOT systems.
- Improve sharing of information across the enterprise leading to better consistency, quality, timeliness, and accuracy/accessibility of information.
- Achieve 99.9% system uptime during peak produce season (December-June) at Nogales Mariposa POE.
- Support the new Douglas international POE from opening in September 2028 with full permitting capability.

STATUTORY REFERENCE (N/A if not applicable to issue):
A.R.S. § 28-369, Law enforcement powers; ports of entry; violation; classification
A.R.S. § 28-1105, Special permit fees
A.R.S. § 28-6991, State highway fund; sources
Laws 2024, 2nd Regular Session, Chapter 209 (HB 2897), Section 94, General Appropriations Act

EQUIPMENT TO BE PURCHASED IF APPLICABLE: N/A

CLASSIFICATION OF POSITIONS: N/A

PROJECT INVESTMENT JUSTIFICATION (PIJ):
The draft PIJ is available upon request. (PIJ ID: DT26005)

ANNUALIZATIONS:
ADOT anticipates submitting a decision package in FY 2029 to complete this project. The expected FY 2029 request is approximately $789,600, though this amount may change as the project progresses. ADOT currently anticipates an additional $551,000 in ongoing annual costs following implementation completion.

Project Investment Justification

Commercial Vehicle Permitting and Routing System

DT26005

Department of Transportation

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1. GENERAL INFORMATION

PIJ ID: DT26005
PIJ Name: Commercial Vehicle Permitting and Routing System
Account: Department of Transportation
Business Unit Requesting: Enforcement and Compliance Division (ECD)
Sponsor: Daniel Lugo
Sponsor Title: Enforcement and Compliance Division, Director
Sponsor Email: dlugo@azdot.gov
Sponsor Phone: (602) 712-8935

2. MEETING PRE-WORK

2.1 What is the operational issue or business need that the Agency is trying to solve? (i.e....current process is manual, which increases resource time/costs to the State/Agency, and leads to errors…):

A key element of ADOT's mission is ensuring the efficient and timely movement of goods across the State by commercial motor vehicles, while ensuring the safety of the traveling public and protecting the State's transportation infrastructure from damage. ADOT's Enforcement and Compliance Division (ECD) is responsible for issuing various types of commercial vehicle permits to motor carriers for travel in Arizona.

These permit types include:

● Single trip permits for travel within 96 hours which are required for motor carriers entering Arizona who do not have a valid Arizona registration or International Registration Plan (IRP) credential.

● Envelope permits for vehicles whose outermost dimensions exceed certain specifications without exceeding the maximum permitted weight computations for overweight axle group weight distribution.

● Registration or use fuel permits which allow a nonresident motor carrier to purchase registration and/or use fuel permits to enter and travel lawfully in Arizona on multiple trips over a specific period.

● Class A oversize/overweight permits for travel on state routes only for nonreducible loads that are within specific size and weight limits.

● Class C oversize/overweight permits for oversized/overweight loads that are either more than 250,000 pounds, measure more than 120 feet in length, 16 feet in height or 14 feet in width. Class C permits require an engineering analysis by ADOT Transportation Systems Management and Operations (TSMO) staff for any potential impact to bridges on the proposed route of travel prior to issuance.

● "Easy" C Mobile Home Permits which are like a Class C permit but do not require an engineering analysis and are issued only to vehicles that do not exceed certain weight and size dimensions.

● Interstate registration permits that allow foreign-registered interstate-operated vehicles to travel in Arizona lawfully. A Mexico-based owner/operator of an interstate registered vehicle cannot travel beyond the commercial zone perimeters established by Federal regulation. Travel is allowed for these vehicles to and from United States-Mexico ports of entry and for a specific distance from the Port of Entry (PoE).

ADOT currently leverages multiple computer systems to support its commercial vehicle permitting functions:

● Service Arizona for the purchase of international permits

● Transport for processing international permits

● ePRO for domestic permits that can be purchased online and within Port of Entry (PoE) offices

None of these current solutions fit within the future vision of a single permitting and routing solution that can serve all PoEs in Arizona.

Transport is a custom developed and in-house maintained desktop application that is utilized at international PoEs to provide international-specific permit processing and workflows, including many convenience features that allows for more information to be readily available to personnel in Rapid Enforcement Lanes (REL) to make fast decisions about trucks that are crossing into Arizona from the Federal Customs checkpoint that precedes the Arizona PoE. The Transport application is approaching technical end-of-life and requires timely replacement given its key role in facilitating interstate commerce at the Arizona international PoEs. Arizona has seen significant growth in terms of international commerce as it has grown into a lower cost trade hub compared to other nearby states. The expected growth and opportunity for Arizona over the next decade will need to be enabled by streamlined processes for carriers bringing goods to and through the State.

ePRO is a vendor provided commercial off-the-shelf (COTS) web-based system that streamlines the process of interstate routing and permitting for commercial carriers. It allows users to manage their profiles, submit permit applications, and access their permits and applications online. An assessment conducted in 2023 identified several challenges with ePro, including a difficult user interface and limited integration with other ADOT systems. The original intent was to replace Transport with the ePRO system. However, further analysis has determined that the ePRO system cannot replace Transport due to system performance challenges which would be problematic given the volume of commercial vehicle traffic at the international POEs, as well as the lack of an off-line capability to allow processing to continue in the event of a network outage (something that is not currently an issue with Transport given it is a desktop application). The ePro system is due for an upgrade to the newest release. However, given that ePro, without significant customizations could not replace Transport, it was determined that it would be more appropriate to procure/implement a new permitting application that would be capable of serving as the single unified commercial vehicle permitting solution for ADOT.

2.2 How will solving this issue or addressing this need benefit the State or the Agency?

While numerous, the following is a list of expected high-level benefits from a new permitting application that would be capable of serving as the single unified commercial vehicle permitting solution for ADOT:

- Internal and external users can access permitting services through a centralized location

- Reduced turnaround time in processing permit requests

- Reduce the number of manually reviewed permits

- A flexible solution that improves business agility

- A solution that can be used anytime, anywhere by internal and external users

- Replace a technically obsolete system (TransPort) that ADOT struggles to maintain

- And, ultimately decreasing resource time/costs to the Agency

2.3 Describe the proposed solution to this business need.

ADOT proposes to implement a new COTS-based or Cloud-based Software as a Service (SaaS) unified commercial vehicle permitting solution.

The three key elements of the project will be to:

● Replace the custom developed Transport desktop application with a vendor supported solution that will be scalable to support the expected growth in commercial traffic over the next 20 years at the international PoEs. The new solution will be architected to support offline processing in the event of a network outage and to provide appropriate performance to process the projected volume of traffic at the international PoEs.

● Replace the current ePRO application for the processing of domestic oversize/overweight permits addressing identified gaps with the current system and resulting in ADOT having only one unified permitting solution managed and maintained by a single vendor.

● Enhance integration between the new ADOT permitting solution and other ADOT systems.

2.4 Has the existing technology environment, into which the proposed solution will be implemented, been documented?

Yes

2.4a Please describe the existing technology environment into which the proposed solution will be implemented.

2.5 Have the business requirements been gathered, along with any technology requirements that have been identified?

Yes

2.5a Please explain below why the requirements are not available.

3. PRE-PIJ/ASSESSMENT

3.1 Are you submitting this as a Pre-PIJ in order to issue a Request for Proposal (RFP) to evaluate options and select a solution that meets the project requirements?

No

3.1a Is the final Statement of Work (SOW) for the RFP available for review?

3.2 Will you be completing an assessment/Pilot/RFP phase, i.e. an evaluation by a vendor, 3rd party or your agency, of the current state, needs, & desired future state, in order to determine the cost, effort, approach and/or feasibility of a project?

3.2a Describe the reason for completing the assessment/pilot/RFP and the expected deliverables.

3.2b Provide the estimated cost, if any, to conduct the assessment phase and/or Pilot and/or RFP/solicitation process.

3.2e Based on research to date, provide a high-level cost estimate to implement the final solution.

4. PROJECT

4.1 Does your agency have a formal project methodology in place?

Yes

4.2 Describe the high level makeup and roles/responsibilities of the Agency, Vendor(s) and other third parties (i.e. agency will do...vendor will do...third party will do).

ADOT ITG Project Manager - Responsible for procurement, and coordination of the project

Sponsor - Responsible for the budget, approval of the project deliverables and issue resolution

Vendor - Responsible for onboarding/implementation, configuration and training

4.3 PM Name

4.3 PM Email

4.4 Is the proposed procurement the result of an RFP solicitation process?

4.5 Is this project referenced in your agency's Strategic IT Plan?

Yes

5. SCHEDULE

5.1 Is a project plan available that reflects the estimated Start Date and End Date of the project, and the supporting Milestones of the project?

No

5.2 Provide an estimated start and finish date for implementing the proposed solution.

Est. Implementation Start Date	Est. Implementation End Date
7/1/2026 12:00:00 AM	3/31/2028 12:00:00 AM

5.3 How were the start and end dates determined?

Based on funding

5.3a List the expected high level project tasks/milestones of the project, e.g., acquire new web server, develop software interfaces, deploy new application, production go live, and estimate start/finish dates for each, if known.

Milestone / Task	Estimated Start Date	Estimated Finish Date

5.4 Have steps needed to roll-out to all impacted parties been incorporated, e.g. communications, planned outages, deployment plan?

No

5.5 Will any physical infrastructure improvements be required prior to the implementation of the proposed solution. e.g., building reconstruction, cabling, etc.?

No

5.5a Does the PIJ include the facilities costs associated with construction?

5.5b Does the project plan reflect the timeline associated with completing the construction?

6. IMPACT

6.1 Are there any known resource availability conflicts that could impact the project?

No

6.1a Have the identified conflicts been taken into account in the project plan?

6.2 Does your schedule have dependencies on any other projects or procurements?

No

6.2a Please identify the projects or procurements.

6.3 Will the implementation involve major end user view or functionality changes?

Yes

6.4 Will the proposed solution result in a change to a public-facing application or system?

Yes

7. BUDGET

7.1 Is a detailed project budget reflecting all of the up-front/startup costs to implement the project available, e.g, hardware, initial software licenses, training, taxes, P&OS, etc.?

Yes

7.2 Have the ongoing support costs for sustaining the proposed solution over a 5-year lifecycle, once the project is complete, been determined, e.g., ongoing vendor hosting costs, annual maintenance and support not acquired upfront, etc.?

Yes

7.3 Have all required funding sources for the project and ongoing support costs been identified?

No

7.4 Will the funding for this project expire on a specific date, regardless of project timelines?

7.5 Will the funding allocated for this project include any contingency, in the event of cost over-runs or potential changes in scope?

No

8. TECHNOLOGY

8.1 Please indicate whether a statewide enterprise solution will be used or select the primary reason for not choosing an enterprise solution.

There is not a statewide enterprise solution available

8.2 Will the technology and all required services be acquired off existing State contract(s)?

8.3 Will any software be acquired through the current State value-added reseller contract?

8.3a Describe how the software was selected below:

8.4 Does the project involve technology that is new and/or unfamiliar to your agency, e.g., software tool never used before, virtualized server environment?

Yes

8.5 Does your agency have experience with the vendor (if known)?

8.6 Does the vendor (if known) have professional experience with similar projects?

8.7 Does the project involve any coordination across multiple vendors?

8.8 Does this project require multiple system interfaces, e.g., APIs, data exchange with other external application systems/agencies or other internal systems/divisions?

Yes

8.9 Have any compatibility issues been identified between the proposed solution and the existing environment, e.g., upgrade to server needed before new COTS solution can be installed?

No

8.9a Describe below the issues that were identified and how they have been/will be resolved, or whether an ADOA-ASET representative should contact you.

8.10 Will a migration/conversion step be required, i.e., data extract, transformation and load?

8.11 Is this replacing an existing solution?

Yes

8.11a Indicate below when the solution being replaced was originally acquired.

Transport was originally acquired in 2000.

8.11b Describe the planned disposition of the existing technology below, e.g., surplused, retired, used as backup, used for another purpose:

Retired.

8.12 Describe how the agency determined the quantities reflected in the PIJ, e.g., number of hours of P&OS, disk capacity required, number of licenses, etc. for the proposed solution?

Quantities were determined per ADOT's documented requirements.

8.13 Does the proposed solution and associated costs reflect any assumptions regarding projected growth, e.g., more users over time, increases in the amount of data to be stored over 5 years?

Yes

8.14 Does the proposed solution and associated costs include failover and disaster recovery contingencies?

8.14a Please select why failover and disaster recovery is not included in the proposed solution.

8.15 Will the vendor need to configure the proposed solution for use by your agency?

Yes

8.15a Are the costs associated with that configuration included in the PIJ financials?

Yes

8.16 Will any app dev or customization of the proposed solution be required for the agency to use the project in the current/planned tech environment, e.g. a COTS app that will req custom programming, an agency app that will be entirely custom developed?

No

8.16a Will the customizations inhibit the ability to implement regular product updates, or to move to future versions?

8.16b Describe who will be customizing the solution below:

8.16c Do the resources that will be customizing the application have experience with the technology platform being used, e.g., .NET, Java, Drupal?

8.16d Please select the application development methodology that will be used:

8.16e Provide an estimate of the amount of customized development required, e.g., 25% for a COTS application, 100% for pure custom development, and describe how that estimate was determined below:

8.16f Are any/all Professional & Outside Services costs associated with the customized development included in the PIJ financials?

8.17 Have you determined that this project is in compliance with all applicable statutes, regulations, policies, standards & procedures, incl. those for network, security, platform, software/application &/or data/info found at aset.az.gov/resources/psp?

Yes

8.17a Describe below the compliance issues that were identified and how they have been/will be resolved, or whether an ADOA-ASET representative should contact you:

8.18 Are there other high risk project issues that have not been identified as part of this PIJ?

No

8.18a Please explain all unidentified high risk project issues below:

9. SECURITY

9.1 Will the proposed solution be hosted in a vendor managed environment?

Yes

9.1a Please select from the following vendor-hosted options:

9.1b Describe the rationale for selecting the vendor-hosted option below: Ex. following cloud smart goal, lower cost?.....

The software selected will meet the ITG/State standard for software being a SaaS/cloud based solution.

9.1c Has the agency been able to confirm the long-term viability of the vendor hosted environment? Ex. is the environment setup in an efficient and effective way-/-Has a cloud specialist reviewed the environment (Agency is mainly focused on cost of operation)

9.1d Has the agency addressed contract termination contingencies, e.g., solution ownership, data ownership, application portability, migration plans upon contract/support termination?

9.1e Has a Network Architecture Diagram and/or System Security Plan (draft or finalized version) being provided and reviewed by AZDOHS?

No

9.1f Has the spreadsheet located at https://azdohs.gov/sites/default/files/azramp-level-1-prerequisite-control-sheet_0.xlsx already been completed by the vendor and approved by AZDOHS?

No

9.2 Will the proposed solution be hosted in a state managed environment?

9.2a Where will the on-premise solution be located:

9.2b Were vendor-hosted options available and reviewed?

9.2c Describe the rationale for selecting an on-premise option below:

9.2d Will any data be transmitted into or out of the agency's on-premise environment or the State Data Center?

9.3 Will any Confidential state data as defined in the 8110 Statewide Data Classification Policy be transmitted, stored, or processed within this system?

Yes

9.3a Describe below what security infrastructure/controls are/will be put in place to safeguard this data:

The solution is vendor-hosted will receive AZRamp Authorization, ensuring that state data will be protected/safeguarded.

10. AREAS OF IMPACT

Application Systems

Database Systems

Software

COTS Application Acquisition

Hardware

Hosted Solution (Cloud Implementation)

Vendor Hosted

Security

Telecommunications

Enterprise Solutions

Contract Services/Procurements

11. FINANCIALS

Description	PIJ Category	Cost Type	Fiscal Year Spend	Quantity	Unit Cost	Extended Cost	Tax Rate	Tax	Total Cost
Project Management/Support	Professional & Outside Services	Development	1	1	$322,500	$322,500	0.00%	$0	$322,500
Integrator Cost	Professional & Outside Services	Development	1	1	$2,100,000	$2,100,000	0.00%	$0	$2,100,000
Project Management/Support	Professional & Outside Services	Development	2	1	$760,000	$760,000	0.00%	$0	$760,000
Software Licensing	Software	Development	2	1	$422,300	$422,300	860.00%	$36,318	$458,618
Integrator Cost	Professional & Outside Services	Development	2	1	$400,000	$400,000	0.00%	$0	$400,000
Software Subscription	License & Maintenance Fees	Operational	3	1	$500,000	$500,000	860.00%	$43,000	$543,000
Software Subscription	License & Maintenance Fees	Operational	4	1	$515,000	$515,000	860.00%	$44,290	$559,290
Software Subscription	License & Maintenance Fees	Operational	5	1	$530,450	$530,450	860.00%	$45,619	$576,069

Base Budget (Available)	Base Budget (To Be Req)	Base Budget % of Project
$0	$5,719,477	100%
APF (Available)	**APF (To Be Req)**	**APF % of Project**
$0	$0	0%
Other Appropriated (Available)	**Other Appropriated (To Be Req)**	**Other Appropriated % of Project**
$0	$0	0%
Federal (Available)	**Federal (To Be Req)**	**Federal % of Project**
$0	$0	0%
Other Non-Appropriated (Available)	**Other Non-Appropriated (To Be Req)**	**Other Non-Appropriated % of Project**
$0	$0	0%

Total Budget Available	Total Development Cost
$0	$4,041,118
Total Budget To Be Req	**Total Operational Cost**
$5,719,477	$1,678,359
Total Budget	**Total Cost**
$5,719,477	$5,719,477

12. PROJECT SUCCESS

Please specify what performance indicator(s) will be referenced in determining the success of the proposed project (e.g. increased productivity, improved customer service, etc.)? (A minimum of one performance indicator must be specified)

Please provide the performance objective as a quantifiable metric for each performance indicator specified.
Note: The performance objective should provide the current performance level, the performance goal, and the time period within which that performance goal is intended to be achieved. You should have an auditable means

to measure and take corrective action to address any deviations.
Example: Within 6 months of project completion, the agency would hope to increase "Neighborhood Beautification" program registration by 20% (3,986 registrants) from the current registration count of 19,930 active participants.

Performance Indicators

It is ADOT's expectation that the implementation of a new unified commercial vehicle permitting system will allow for an increase in international permit volume of at least 10% without requiring any additional staffing, because of enhanced efficiencies built into a new system. Similarly, ADOT would expect the implementation of a new system to allow for an increase of up to 15% in domestic permit volume, without requiring any additional staffing to support the program.

In addition to these expected quantitative benefits, the implementation of a new unified commercial vehicle permitting system will:

● Fortify and improve the reliability of ADOT's core commercial motor vehicle permitting business processes.

● Provide a modern framework for improving service delivery.

● Allow for re-direction of staff time currently spent performing redundant data entry.

● Provide enhanced integration with other ADOT systems.

● Improve sharing of information across the enterprise leading to better consistency, quality, timeliness, and accuracy / accessibility of information.

Responsible Owner for KPI

Email Address

13. CONDITIONS

Conditions for Approval

14. OVERSIGHT SUMMARY

Project Background

Business Justification

Implementation Plan

Vendor Selection

Budget or Funding Considerations

15. PIJ REVIEW CHECKLIST

Agency Project Sponsor

Daniel Lugo

Agency CIO (or Designee)

Steve West

Agency ISO (or designee)

Thomas branham

OSPB Representative

ASET Engagement Manager

ASET SPR Representative

Agency SPO Representative

Agency CFO

Kristine Ward

Arizona Department of Transportation
FY 2028 Decision Package

Title: New Douglas Federal Land Port of Entry (POE)

Priority: 4

FTE: 8; **Request:** $1,600,400

Fund Source:
State Highway Fund - Operating Lump Sum - (DT2030/DT58000) $1,600,400

SUMMARY:
The Arizona Department of Transportation's (ADOT) Enforcement and Compliance Division (ECD) is requesting funding of $1,600,400, of which $1,132,600 is ongoing, to co-locate at the new federal international land port of entry (POE) being constructed by the U.S. General Services Administration (GSA) in Douglas, Arizona, along with 8 new full-time equivalent (FTE) positions. This new POE, expected to open September 2028, will be co-located with the Federal Motor Carrier Safety Administration (FMCSA) and U.S. Customs and Border Protection (CBP), providing "one-stop shopping" for carriers entering from Mexico, a model already established at the Mariposa POE in Nogales and San Luis II POE in San Luis. The request covers personnel, equipment, vehicles, and facility costs necessary for ECD to fulfill its enforcement, permitting, and safety inspection mission at this new federally funded facility.

BACKGROUND:
ADOT is collaborating with GSA and FMCSA on the construction of a new international land POE located 4.5 miles west of the existing Raul Hector Castro POE in Douglas, Arizona. ADOT has allocated significant funds to GSA, covering infrastructure development to support ECD's needs at the new facility, as well as the connector road linking Highway 80 to the POE. The new POE will solely service international commercial traffic; the existing Raul Hector Castro POE will remain open and operational to service interstate commercial vehicles, preventing disruptions to the commercial trucking industry. To maximize the return on this combined investment, the new facility's operationalization must be supported by a robust workforce. The 8 ECD positions requested in this issue are fundamental operational necessity rather than to administrative expansion: staff are essential to effectively leverage the port's advance inspection and screening technologies. Without a dedicated team to manage thee systems, the facility's enhance capabilities for detecting safety violations and regulatory non-compliance would remain underutilized, preventing the port from achieving its intended performance benchmarks.

The dedicated ECD facility at the new POE is an approximately 3,600 square-foot modular building designed to support core functions including permit issuance, enforcement activities, and documentation of safety inspections. The POE will include two specialized inspection pits for commercial vehicle safety checks and two Rapid Express Lanes (RELs) equipped with advanced screening technologies, including license plate readers (LPR), DOT readers, tire anomaly detectors, and weigh-in-motion (WIM) systems.

ECD personnel will staff the screening booths, and FMCSA personnel will also utilize ECD's technology at these booths to assist with vehicle selection for inspection.

An agreement with GSA, requested by CBP, requires ECD to match CBP's operational hours, consistent with operations at the Nogales and San Luis POEs. The required operating schedule is:

- Monday - Friday: 9:00 a.m. to 5:00 p.m.
- Saturday: 10:00 a.m. to 2:00 p.m.
- Sunday: Closed to commercial traffic

The 8 requested FTEs are necessary to cover approximately 44 operational hours per week under this schedule. ECD currently operates two existing facilities in the Douglas area, and evaluations have concluded that staffing at those locations must be maintained at current levels. ECD cannot dedicate existing staff to the new POE without reducing or eliminating coverage at current ports, which would allow commercial vehicle traffic to travel undetected via SR 80 and/or US 191.

Additionally, as soon as 2028, an expected bridge closure in El Paso, Texas will divert significant commercial traffic from Mexico through the Douglas Federal Port. Having ECD personnel and systems fully operational at this new POE before that diversion occurs is critical to managing the anticipated surge in traffic volume. No formal traffic increase data is yet available for the new Douglas POE. However, industry conversations to date indicate the facility will benefit numerous industries operating along the border, particularly the mining sector. ADOT also expects to receive some overflow traffic from the Bridges of the Americas (BOTA) POE project in El Paso, Texas, currently the number one commercial port of entry project on the U.S.-Mexico border. Industry stakeholders have requested collocation of ECDs screening and enforcement functions with FMCSA and CBP at the new facility so that commercial trucks are not required to make additional stops at separate inspection facilities, supporting a safe and efficient cross-border process.

SUPPORT FOR ARIZONA ROADWAYS:

Fully staffing ECD at the new Douglas Federal POE directly protects Arizona's roadway system by ensuring commercial vehicles are inspected and compliant before they enter the state highway network.
Examples of this support include:

- Weight and size compliance: Verifying commercial vehicle weight and dimensions before vehicles enter SR 80 and US 191 prevents pavement damage and premature roadway deterioration on these routes leading away from the POE.
- Protecting the new POE connector road: On-site permitting and inspection protects the state's investment in the new connector road linking the Douglas Federal POE to SR 80.
- Funding roadway improvement projects: Permit fee revenue collected at the new POE helps sustain the $5.75 million in statewide annual permit revenue distributed to border cities, counties, and the I-19/Mariposa Road Traffic Interchange improvement project under A.R.S. §28-1105.
- Reducing crash-related roadway damage and closures: Safety inspections and screening reduce the risk of commercial vehicle crashes involving mechanical failure, overweight loads, or unsecured cargo, which can damage roadway infrastructure and force lane or bridge closures.
- Bridge protection: Overweight and oversized load routing determinations performed by ECD staff protect state bridges along the routes serving the new POE from structural damage.

OPTIONS CONSIDERED AND REASONS FOR REJECTION:

Redirect Existing Staff from Current Douglas Ports

Without funding for additional FTEs, ECD would be forced to pull personnel from the existing Douglas-area ports, where staffing is already at minimum levels. This would leave those locations operating below minimum safe staffing - contingent on zero absences for sick leave, paid time off, or required training. This option was rejected because it would have serious consequences:

- Intrastate, interstate, and Class C oversized, and overweight loads would pass through without purchasing required permits.
- Verification of vehicle size and weight would cease.
- Drivers and vehicles would go unchecked for safety compliance.
- Safety on Arizona roadways would be jeopardized, and infrastructure damage would accelerate.
- Overweight and oversized routing determinations, which protect state bridges and roadway infrastructure from damage, would not be performed for vehicles crossing at the new Douglas POE without dedicated ECD staff on-site to process those permits.

Do Nothing / Do Not Co-Locate at the New Federal POE

Without ECD presence at the new Douglas Federal POE, ADOT would continue to miss approximately 60-65% of commercial traffic entering Arizona from Mexico in the Douglas area. International commercial carriers would pass through the new federally funded facility without the required permitting, size and weight verification, or safety inspections that protect Arizona's roadways and infrastructure. This option is not consistent with ADOT's statutory mission or with the co-location model already established at Nogales and San Luis.

RECOMMENDED OPTION:

ADOT recommends funding 8 new FTE positions and associated startup costs to staff ECD's co-located facility at the new Douglas Federal Land POE. This is the optimal solution because it:

- Ensures ECD can fulfill its statutory mission at Arizona's newest international commercial POE from opening day.
- Allows ECD to collect required commercial permit fees, protecting $5.75 million in statewide annual permit revenue and the revenue distributions to border cities, counties, and I-19/Mariposa Road Traffic Interchange improvement project under A.R.S. §28-1105.
- Ensures the safety of commercial drivers and vehicles entering and using Arizona's roadways through safety inspections, weight and size verification, and screening for prohibited items including weapons, drugs, and evidence of human trafficking.
- Protects key state infrastructure, including the connector road linking the new POE to State Route 80.
- Positions ECD to handle the anticipated surge in Douglas-area traffic resulting from the El Paso bridge closure expected in 2028.
- Maintains minimum staffing at the two existing Douglas-area ports, ensuring uninterrupted enforcement and compliance coverage across all three locations.

In addition to the FY 2028 costs, ongoing funding of $1,132,600 will be required.

The 8 requested positions consist of:

- 1 Field Agent (F/A) Sergeant
- 3 Field Agent (F/A) Officers
- 4 Customer Service Representatives (CSR4)

FY 2028 costs include salary, Employee Related Expenses (ERE), uniform allowances, personal equipment, radios, computers, body armor, vehicles, and facility startup costs (lease, alarm/camera, cleaning, office setup, and technology maintenance). Ongoing annual costs include salary, ERE, uniform allowance, vehicle maintenance, and facility operating costs.

Cost Category	FY 2028	FY 2029
Personnel (Salary + ERE)	$699,400	$699,400
Uniform Allowance	$600	$600
Equipment – Sworn Officers	$21,000	—
Equipment – CSR4	$2,500	—
Mobile Radios	$112,500	—
Body Armor (Sworn)	$5,000	—
Toughbook Computers	$42,100	—
Vehicles (1 SUV + 2 Trucks)	$284,700	—
Annual Vehicle Maintenance	$32,500	$32,500
Facility Costs (lease, utilities, supplies, tech)	$253,900	$253,900
Technology Maintenance (WIM, LPR)	$146,200	$146,200
TOTAL	**$1,600,400**	**$1,132,600**

FY 2028 costs include all startup equipment, vehicles, and initial facility setup. Ongoing costs represent the annual operating cost to sustain ECD's presence at the Douglas Federal POE. Note: weigh in motion (WIM) and license plate reader (LPR) installation costs are covered by project funds already allocated to GSA; only annual maintenance costs are included here. Office furniture, IT installation, network/internet, and hardware are covered by the GSA project or ITG.

IMPACT OF NOT FUNDING IN THIS YEAR:
A delay in funding would directly impede ECD's ability to operate at the new Douglas Federal POE from the time it opens in September. Specific consequences include:

- ECD would be unable to hire and train new personnel in time for the POE opening, as recruitment and training timelines require lead time before the facility becomes operational.
- Existing employees would be overstretched across all three Douglas-area locations, with staffing at the minimum requirement of two employees per location, contingent on zero absences.
- ADOT would continue to miss 60 - 65% of international commercial traffic entering Arizona through the Douglas area, with no permitting, weight/size verification, or safety inspections performed on those vehicles.
- With the El Paso bridge closure expected in 2028, traffic through Douglas is projected to surge. Without adequate staffing and systems, ECD will be unable to manage that volume, forcing waivers for the majority of commercial vehicles.

- Loss of permit fee collection at the new POE would jeopardize revenue distributions to border counties, cities, and the I-19/Mariposa Road Traffic Interchange improvement project in Nogales under A.R.S. §28-1105.
- ADOT's goal of a 20% reduction in fatalities by June 2029 would be undermined, as safety inspections on commercial motor vehicles at the Douglas Federal POE could not be performed.
- Insufficient ECD staffing would compromise the strategic impact of the combined state and federal investment in the new Douglas POE, threatening long-term roadway safety and relations with ADOT's federal partners (GSA, FMCSA, and CBP).

PROMOTING EQUITABLE OUTCOMES

1. How will Arizona be better as a result of this investment?

   Full ECD staffing at the new Douglas POE protects the $5.75 million in statewide annual commercial permit revenue and the related distributions to border cities, counties, and the I-19/Mariposa Road Traffic Interchange project under A.R.S. §28-1105. It also ensures commercial drivers and vehicles entering Arizona through its newest international port undergo the same safety inspections, size/weight verification, and screening for prohibited items performed at Nogales and San Luis, protecting Arizona roadways and bridge infrastructure, and supporting ADOT's goal of a 20% reduction in traffic fatalities by June 2029.

2. How does this funding request impact existing equity gaps for historically underserved, marginalized, or adversely affected groups, positively or negatively?

   This request does not target a specific demographic group; its primary equity effect is on border communities. Fully staffing the new POE protects permit fee distributions that directly fund border cities and counties under A.R.S. §28-1105, and it ensures consistent enforcement and safety standards are applied to all commercial carriers entering Arizona regardless of which port of entry they use, so no single crossing point becomes an unmonitored gap in coverage.

3. How has the department included voices/feedback in the decision-making process of people that will be directly impacted by the spending plan implementation and the groups that will be targeted? How has this input affected the request?

   ADOT coordinated directly with GSA, FMCSA, and CBP throughout the planning and design of the new Douglas POE, including the agreement establishing ECD's required operating hours to align with CBP operations.

OUTCOMES SUPPORTED:

This issue incorporates the Governor's Priorities as shown below:

- public safety, border security, and corrections reform
- affordable and thriving economy
- economic development
- infrastructure

This issue also incorporates ADOT's agency business plan strategies as follows:

- increase Motor Vehicle Division / Enforcement and Compliance Division capacity to serve customers

- develop 3-5 year maintenance and operations plans for the transportation system

PERFORMANCE MEASURES TO QUANTIFY SUCCESS OF THE SOLUTION:
ECD currently misses approximately 60-65% of commercial traffic entering Arizona from Mexico in the Douglas area due to the lack of presence at the Federal Port. ECD was previously co-located at this Federal Port; that presence was discontinued, resulting in the current coverage gap. Approval of this request will allow immediate screening of this additional international traffic for permitting size, weight, and safety compliance. ADOT will collect data at the new Douglas Land POE consistent with existing processes at other international ports, including:

- Commercial vehicle crossings
- Commercial permits issued
- Commercial safety inspections performed
- Commercial vehicle size and weight compliance checks

Reporting can be customized from daily to monthly, quarterly, or longer periods, allowing for comparison with historical data from the Douglas Federal Port prior to new staff implementation. This request also supports ADOT's strategic goal of a 20% reduction in fatalities by June 2029 through increased commercial motor vehicle safety inspections.

STATUTORY REFERENCE:
A.R.S. § 28-369, Law enforcement powers; ports of entry; violation; classification
A.R.S. § 28-1105, Special permit fees
A.R.S. § 28-6991, State highway fund; sources

EQUIPMENT TO BE PURCHASED IF APPLICABLE:
The following equipment will be purchased in Year 1 for the 8 new positions:

- 8 Panasonic Toughbook laptops with docks, warranties, batteries, and scanners ($42,083)
- 8 APX Next portable radios with accessories ($112,506)
- 4 sworn officer equipment sets including firearm, Taser, duty belt, body armor, and related gear ($26,052)
- 4 CSR4 equipment sets including flashlight, raincoat, and traffic vest ($2,496)
- 1 unmarked SUV and 2 marked pickup trucks with upfitting and mobile radios ($284,719)
- Facility equipment (one-time) cost: desk printers, monitors, desktop computers, phone lines, and Net Motion licenses ($253,886 facility section total, including all recurring facility costs)

CLASSIFICATION OF POSITIONS:
8 FTE requested. Position classifications and annual salary/ERE:

Position	Job Code	Grade	Salary	ERE	Total/Position	# Positions	Total (All Positions)
F/A Sergeant	S39514	21	$77,000	$32,700	$109,700	1	$109,700
F/A Officer	S39513	20	$69,900	$31,133	$101,034	3	$303,100
CSR4	S04786	17	$45,900	$25,750	$71,650	4	$286,600
Total Personnel (Annual)						**8**	**$699,400**

PROJECT INVESTMENT JUSTIFICATION (PIJ): N/A

ANNUALIZATIONS: N/A

Arizona Department of Transportation
FY 2028 Decision Package

Title: Construction Management System Replacement

Priority: 5

FTE: 0; **Request:** $2,548,300

Fund Source:

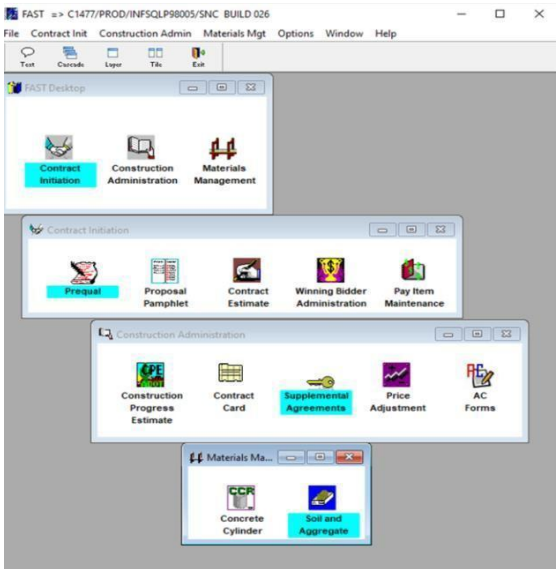
State Highway Fund – Construction Management System Replacement (DT2030/DT59611) $1,522,500
State Highway Fund – Construction Management System Replacement (DT2030/DT58000) $1,025,800

SUMMARY:

This funding request is to finalize the implementation of a new Construction Management System (CMS) for the Arizona Department of Transportation (ADOT). Based on funding received for FY 2025, ADOT initiated the Capital Project Delivery System (CPDS) project in June 2025. Implementation of this system consists of the deployment of three modules (see Exhibit 2) that each fulfill their supported function. Of the three modules, two will be under development throughout FY 2026 with the first module (Preconstruction Management) being operational in Fall 2026, and the second module (Construction Management) following shortly thereafter in the spring of 2027. The new Construction Management System in its entirety will be fully operational after the release of the final module, at which time the current system will be decommissioned. Replacement of the Field Office Automation System (FAST) is a multi-year project, and the FY 2028 request of $2,548,300, of which $1,025,800 is ongoing, is the final request.

BACKGROUND:

FAST was developed in-house by ADOT circa early 1990's. The system has three major modules: contract initiation, construction administration, and materials management. The FAST contract initiation module is where the contract and all bid items are initially set up and the engineer's estimate, including contractor time, is built per project plans and specifications. It also houses the contractor pre-qualification information that includes financial validation and work experience. In this module the contractor bid is housed so it can be referenced in future projects.



The bid items and amounts are then pulled into the construction administration workflow. It is here where all

project activity is documented, such as time elapsed and quantities constructed, generating a pay estimate to the contractor. There is also functionality in this module to implement and track any supplemental agreement activity in addition to sub-contractor approval and construction contract payment activity. Contractor payments processed within the system for FY 2025 totaled approximately $1.1 billion dollars.

The third module, Materials Management, is for all project-related acceptance testing. The system completes the calculations that are reconciled back to the financial data for proper payment.

The system has limited reporting capability that allows review of cost trends, schedule trends, specific project activity, system activity or activity within a specific period. In addition, specific expenditure information required for analysis can be extracted. The FAST system also uploads data to other automation platforms for monitoring federal compliance as it relates to Disadvantaged Business Enterprise (DBE) activity and compliance with the Davis Bacon Wage requirements.

Exhibit 1 includes additional details about the offices/groups (users) that use the system and how the system is utilized.

ADOT faces four major risks to critical ADOT operations with continuing to operate the mission critical FAST system. The risks are as follows:

Risk #1: Security Risks

PowerBuilder®™ is a legacy development tool used for client-server applications. Notwithstanding its age, it has been robust enough to provide support for decades. FAST is built on the PowerBuilder®™ platform which relies on Microsoft SQL Server 2008 R2, a relational database management system that received five years standard support from Microsoft, with an optional extended support for an additional five years. The extended support, which included essential security updates, non-security updates, and vendor support, ended on July 9, 2019. With the end of support, it also ended support to the entire 'engine' behind FAST. No more security patches or updates are provided by Microsoft. This left the system vulnerable to cyber-attacks, as any newly realized vulnerabilities would not be patched.

For the current FAST system to run safely, ADOT's only option was to upgrade both the server and PowerBuilder to a supported version. During the close of FY 2020, ADOT upgraded to "SQL Server 2019" and "PowerBuilder 2019". The ONLY purpose for upgrading this software was to enhance system security to the backbone software platform of FAST. There were no performance enhancements to increase speed, eliminate waste, improve system efficiency, etc. The support for SQL Server 2019 ended on January 7, 2025. ADOT is currently upgrading FAST to SQL Server 2022 which will provide extended support until January 2030. The security and software upgrades extended the life of the current system by a few years, which provides ADOT critical time to complete implementation of a replacement system.

Risk #2: System is Outdated, Does Not Allow for Enhancements, and is Approaching End of Life

The FAST System was developed in-house circa early 1990's. The system is outdated and at the end of its lifecycle. The ability to make modifications is limited to hiring contracted services that are also constrained due to the lack of knowledgeable vendors. FAST is functionally obsolete. ADOT requires a

new system that is built based on today's business processes and that positions ADOT for project management in the future. Some of the existing limitations of the FAST system include:

- FAST was developed based on a 1980s Business Model, with updates included for the roll out of the system. As business needs change, ADOT has not been able to implement changes to keep up to date.
- As Federal and State requirements change, modifications are difficult or impossible to provide within the existing FAST system.
- Staff have created many workarounds and solutions within other applications to meet day-to-day requirements. Often additional staff time, systems, and resources are required. Outside systems may not integrate with FAST, and multiple outside systems may present quality issues with data that takes additional time to verify. For example, the pay factors in the Mix/Compaction Report are calculated incorrectly since the upper limits are being calculated incorrectly in the program. As a result, staff members must calculate outside the system using spreadsheets and then re-enter the data.

Risk #3: Limited Pool of Employees with Knowledge to Maintain the System

The system is programmed in PowerBuilder, which is an older programming language and no longer provides a sustainable model to support a custom application. It is not a desirable coding language for those seeking education and/or entering the job market. The single point of failure and risk for the system is experience and knowledge. The coding is increasingly being phased out, rarely taught, and hiring individuals with this experience and coding knowledge is extremely challenging. ADOT has no employees who know the programming language and can maintain the system. ADOT currently contracts with one individual who maintains the system. It has taken up to 8 weeks to fill when contract staff need to be replaced.

Risk #4: Reliability of the current FAST System

The system does have challenges with contractors providing updates and ensuring uninterrupted service. At times ADOT has attempted to apply updates and/or fixes to the FAST system that have resulted in components that stop working or result in data errors. If certain components do malfunction and there is a substantial lag to get a contractor onboard, critical ADOT responsibilities may be impacted such as:

- Federal reimbursements for eligible work completed during an extended outage. ADOT would lack the ability to document that the contract requirements were met.
- ADOT would have difficulty, or it may not even be possible, to bid projects during that time, resulting in a delay of award.
- Inability to provide on-time test results to construction offices for acceptance of material testing requirements verification. This could result in delay of project or reworking existing construction activities.

Due to the importance and critical nature of the system in project management and delivering billions of dollars in projects, this level of risk to ADOT's (and the State of Arizona's) sustainability is not acceptable. Replacement of a system of this scope requires time. Stopping in the middle of replacement due to lack of funding would place both the old and new systems in jeopardy. By funding this request,

a new system will be fully operation by the end of FY 2028.

Where There Is Change, There Is Opportunity

During the implementation review of this system, ADOT identified an opportunity to upgrade two major systems and two manual processes that will interface with FAST. Failure to upgrade these systems and processes alongside the replacement of FAST would have resulted in a lack of integration. This disconnect would have necessitated manual and duplicate data entry, leading to synchronization issues between systems and processes, increased costs, and wasted manpower hours. These are some of the issues that ADOT is attempting to address with the FAST replacement.

The two systems are:

- Performance Controlled System (PeCoS): System that plans maintenance work, manages maintenance inventories, and collects maintenance work history.
- Features Inventory System (FIS): System used to enter, track, and modify all highway maintenance features in Arizona.

The processes currently handled outside the system are being replaced by modules in the new computerized Maintenance Management System, which ADOT plans to integrate with the Construction Management System that replaces FAST. This upgrade will transition from manual methods to a more accurate and efficient data collection approach. Please see the Maintenance Management System Replacement decision package for additional details.

The two processes are:

- Level of Service (LOS): This is the process of giving letter grades based on the condition of the roadway. Those grades are plugged into formulas with data from PeCoS. This feeds the Needs Based Budget calculations.
- Needs Based Budget (NBB): This is a strategic financial planning tool that allocates resources based on specific needs, especially those that require improvement. The NBB is implemented using a set of manual spreadsheets with formulas that assess the cost associated with improvements, such as changing an "F" grade to a higher grade. The budget is directed to areas with the most critical need for improvement, ensuring that the funds have the maximum impact. NBB allocates funds based on the actual needs and performance of the system rather than historical spending patterns. This method ensures that resources are directed to areas where they are most needed, improving efficiency and effectiveness.

Funding and building the Construction Management System and Maintenance Management System (MMS) infrastructure together provides ADOT the best opportunity to integrate the systems and functionality; this also ensures asset management and other applications are considered. The ability to track and manage completed physical assets and associated costs in as simple a manner possible can be difficult when multiple systems are bought online at different times and do not properly interact. ADOT has a disparate system issue as a result of the current lack of integration between the multiple maintenance-related systems and FAST, which leads to inefficiencies. These inefficiencies include, but are not limited to, data silos, duplication of efforts, errors, and delays to processes. This leads to negative effects on productivity, accuracy, and decision-making.

Integrating the systems together aligns with the agency's broader strategic goals, such as operational excellence, improved customer service, and digital transformation. Digital transformation in the engineering and construction industry involves the integration of multiple systems into a unified construction management system. Benefits include but are not limited to:

- Data Centralization to consolidate data from various sources into a single platform in order to ensure all stakeholders have access to the same, up-to-date information.
- System Interoperability enabling different software and tools to work together seamlessly to reduce data silos and facilitates smoother workflows.
- Process Automation for repetitive tasks and processes increases efficiency and reduces human error.
- Real-Time Collaboration can enhance coordination among teams and stakeholders.
- Enhanced analytics and reporting can improve decision-making and project management.
- Streamlined project management tasks such as scheduling, budgeting, and resource allocation.
- Providing a comprehensive view of project status, progress, and potential issues.
- Reducing duplication of efforts and resources.
- Supporting the growth of the organization by accommodating additional projects and complexities.
- Adapting to changing business needs and technological advancements.

The benefits of a more integrated system for CMS and MMS would be improved efficiency, to include streamlined workflows and automated data sharing to reduce manual data entry, minimized errors, and accelerated processes. It would improve data quality, leading to improved analytics and insights, supporting more informed decision-making. There are also potential cost savings from reducing manual labor, avoiding duplication of systems, and minimizing errors. Integrated systems are also more scalable and can be adapted more easily to future needs and technologies.

ADOT's FY 2026 budget submission included a funding request to replace the four systems/process into one Maintenance Management System (MMS), and funding is being requested for FY 2028 to finalize the MMS project effort. It is extremely critical that the new systems be developed and brought online concurrently.

ADOT's FY27 budget submissions for the Capital Project Delivery System (CPDS) and Maintenance Management System (MMS) were funded. This allocated $6,272,000 to scheduled CPDS project activities. An additional $3,222,500 was funded for the MMS project.

OPTIONS CONSIDERED AND REASONS FOR REJECTION:
The first alternative considered is to continue using the legacy application as it exists today. This option was rejected as it carries too high a risk to ADOT operations and project delivery. Approximately $1.1 billion of contractor payments were processed within the FAST system during FY 2025. The risk of maintaining the legacy application is not in alignment with ADOT's strategic initiatives, and moving to a more sustainable, cloud-based solution with reduced risk is a primary goal.

Another alternative is to cease work on implementation of the new system. This option was rejected as it leaves ADOT with a legacy system that does not adequately support its current operations and wastes the significant time and financial investment that was invested in FY 2026 and FY 2027 in developing a

new system.

RECOMMENDED OPTION:
In FY 2023, ADOT received phase 1 funding to develop an initial inventory of business needs for the new system, gather information on potential solutions through a market scan and Request for Information (RFI) process, prepare a detailed implementation roadmap, and update the cost estimate for the implementation effort based on the market scan and roadmap.

Based on the work completed in Phase 1, ADOT decided to replace FAST and several related ancillary systems with a next-generation Capital Project Delivery System (CPDS) based on commercial off-the-shelf software solutions (COTS). CPDS will support ADOT's capital project delivery lifecycle from the preparation of specifications, through soliciting bids from contractors and contract award, management of the construction phase of work and the construction contract(s), tracking of the testing of materials used on construction projects, and management of the construction hand-over process. CPDS will support various contracting methods including, but not limited to, design-bid-build and design-build. CPDS will support, at a minimum, functions like Preconstruction Management, Construction, and Materials Testing. Please see Exhibit 2 for more details on the functions. In addition to the specific business functionality, the new ADOT CPDS will provide additional general capabilities and a number of benefits. Please see Exhibit 3 for more details of the additional capabilities and Exhibit 4 for more details about the benefits the new CPDS can provide.

In FY 2026, ADOT received $6,272,000 for the CPDS alongside a $3,222,500 for the concurrent MMS replacement to push forward with Phase 3 (Project Development and Implementation). In FY 2026, ADOT officially transitioned the modernization effort into its active project development and system implementation phase. For the CPDS project, the team finalized foundational setup tasks, including the initial project work plan, management plans, and stakeholder engagement strategies. Tech configurations progressed rapidly, resulting in the completion of critical security protocols, master testing frameworks, data conversion maps, and core system design layouts. Simultaneously, the MMS project track advanced its software implementation timeline by finalizing its initial release work plans, establishing baseline system design documents, and defining integration protocols. These dual tracks allowed the engineering and consultant teams to align system structures early, ensuring that data definitions for active roadside assets match up with eventual field maintenance operations without creating duplicative work.

For FY 2027, the combined project focuses heavily on bulk software configuration, cross-system testing, and preparing field personnel for deployment. The CPDS track will advance into wide-scale development, delivering major functional blueprints, final interface plans, and deployment schedules across subsequent system releases. In parallel, the MMS track will ramp up its integration capabilities, completing final validation plans, data transfer pipelines, and initial configuration testing for its primary releases. Technical teams will integrate specialized roadside mapping and utility data, enabling features like mobile inventory tracking and built-in project conflict detection. These comprehensive testing and design milestones successfully place both platforms on track to complete user training and proceed with the unified operational rollout scheduled for FY 2028.

Exhibit 5 provides a breakdown of the anticipated costs for phases 2 and 3 which will form a part of a

final anticipated FY 2028 funding request by ADOT for this project.

The proposed timeline for the implementation spans five years (FY 2023, FY 2025-2028) and is broken down into four project phases for FAST: (1) FAST replacement planning, project scoping (FY 2023); (2) solution procurement (FY 2025); (3) project development and implementation which is anticipated to be done in multiple phases beginning in late FY 2025 through mid FY 2028; and (4) system sustainability and operations which will begin with the go live of the first phase in FY 2027. On this timeline, the new CPDS will be fully implemented prior to the end of extended support for SQL Server 2019. However, the proposed timeline will require a two-year extension until January 2028 of the current support and service agreement for SQL Server 2019. The table below provides additional details about the project phases and includes estimated cost for each project phase.

Project Phases, Timeline, Cost Estimates

Project Phases	FY 2023 Funded	FY 2025 Funded	FY 2026 Funded	FY 2027 Funded	FY 2028 Requested
(1) FAST Replacement Planning; Project Scoping Define need, develop project investment justification, and hire consultant	$300,000				
(2) Solution Procurement Define detailed requirements, prepare Request for Proposal (RFP), receive and evaluate proposals, negotiate contract and select solution		$570,000			
(3) Project Development & Implementation System setup and configuration; testing; staff training; go-live. Anticipated to be done in three releases with *preconstruction management* targeted for Go-Live in Fall 2026, *construction management* targeted for go-live in January 2027 and *materials testing functionality* in Fall 2027		$1,315,000[1]	$5,291,000	$5,818,825	$1,522,500
(4) System Sustainability & Operations System support, software licensing and maintenance (these costs are ongoing)			981,000	1,025,800	1,025,800
Total	$300,000	$1,283,000	$6,272,000	$6,844,625	$2,548,300

Note: Totals calculated utilize the higher projection. Refer to exhibit 5 for detailed breakdown

[1]$602,000 was reverted and added to the original FY 2026 request.

The FY 2028 request is for project phase 4: System Sustainability and Operations. Exhibit 6 at the end of the document provides a more detailed breakdown of the proposed timeline for the procurement and project development and implementation phases of the project.

The initial cost estimate for project phase 3 was based on a review of systems conducted in 2022, the experience of the consultant team performing Phase 1 and the information received through the RFI performed in March 2023. The budget request for FY 2027 and FY 2028, however, has been adjusted to reflect the actual cost and anticipated project delivery timeline proposed by the selected system integrator to complete phase 3 in FY 2027 and FY 2028. The cost estimate for Phase 4: System Sustainability and Operations has also been updated based on the pricing provided by the selected system integrator.

IMPACT OF NOT FUNDING IN THIS YEAR:

If funding is not approved, the work in progress in FY 2027 will need to be stopped, resulting in an immediate halt to the CPDS implementation and the replacement of the legacy FAST system. This freeze significantly increases the operational and business risks to ADOT. If the legacy hardware supporting the 1990s-era FAST application fails, or knowledgeable key personnel with specialized knowledge of its obsolete PowerBuilder code leave, ADOT will lack the internal ability to maintain day-to-day operations. This directly jeopardizes ADOT's capacity to effectively advertise, bid, and administer daily construction operations for its multi-billion-dollar project portfolio. Furthermore, leaving the agency tethered to an unpatched database ecosystem creates unacceptable cybersecurity vulnerabilities.

Halting the initiative at this critical juncture would result in the direct forfeiture of substantial financial investments and thousands of manpower hours already expended during the early phases of the modernization cycle. Across FY 2023, FY 2025, and FY 2026, ADOT has already invested $7,855,000 to complete initial project scoping, execute the comprehensive solution procurement, and build out the foundational technical architecture for the replacement systems. By the close of FY 2027, total project spending is scheduled to reach $14,699,625. Walking away from the implementation before the final rollout would completely waste these state funds, nullify the critical design blueprints, data conversion maps, and configured system logic delivered by our integration partners, and force the agency to restart the procurement process from scratch at a future date under inflated market costs.

Additionally, withholding the final year of funding breaks the strategic synchronization between the Construction Management System and the computerized Maintenance Management System (MMS). Developing these platforms concurrently is the only viable path to avoid the technical silos, redundant data workflows, and manual transfer errors that have historically plagued ADOT's isolated software platforms. If the replacement of FAST is abandoned, the integration pathways between roadside engineering construction and field asset maintenance break down entirely. This leaves ADOT exposed to catastrophic system failure with no viable backup application, forcing the state into highly inefficient manual workarounds that compromise reporting accuracy, slow down federal reimbursement pipelines, and bring statewide project management to a standstill.

PROMOTING EQUITABLE OUTCOMES

1. How will Arizona be better as a result of this investment?

The development of Arizona's highway system is critical to its economic development and "livability". Without a viable Construction Management System, project delivery and in-turn federal funding is at risk. ADOT receives nearly $2 billion annually in federal funding to support development of the State's highway infrastructure.

2. How does this funding request impact existing equity gaps for historically underserved, marginalized, or adversely affected groups, positively or negatively?

   In compliance with the Federal Highway Administration's (FHWA) and other funders' federal nondiscrimination regulations, ADOT adheres to the Title VI of the Civil Rights Act of 1964, the Americans with Disabilities Act, On the Job Training (OJT), and Disadvantaged Business Enterprise (DBE) programs. ADOT provides all public groups, including historically underserved, marginalized, or those adversely affected, the opportunity to participate in the transportation decision-making process during any major highway study or project undertaken. The ADOT Public Involvement Plan (PIP) serves as a central resource for ADOT's public involvement practices and procedures to support transportation project planning, programming and delivery, as well as operations and maintenance activities. The PIP outlines the Department's public involvement guidelines to ensure compliance with federal and state laws and regulations. Once this process is complete, FAST enables ADOT to correctly report how the funding for the new infrastructure was used. Without FAST, ADOT would be unable to accurately capture the information required to simultaneously manage the number of projects in its current portfolio.

3. How has the department included voices/feedback in the decision-making process of people that will be directly impacted by the spending plan implementation and the groups that will be targeted? How has this input affected the request?

   The development of ADOT's Five-Year Transportation Program involves extensive public outreach and participation, all of which must be documented. For ADOT, the project approval process includes presentation to the State Transportation Board, followed by one or more Public Hearings, before gaining final approval from the Board. ADOT is required to include voices representative of all of the Arizona residents who live near new, expanded, or rehabilitated infrastructure and who travel it regularly. FAST enables ADOT to complete the projects authorized through this process, and information from the system is used to brief the stakeholders.

OUTCOMES SUPPORTED:

This issue incorporates the Governor's Priorities as shown below:

- affordable and thriving economy
- infrastructure

This issue also incorporates ADOT's agency business plan strategies as follows:

- develop 3-5 year maintenance and operations plans for the transportation system

PERFORMANCE MEASURES TO QUANTIFY SUCCESS OF THE SOLUTION:

- Promote Transportation Safety, Deliver Value to the Customer and Maximize Resources On Time and On Budget Construction
- % Design Delivery – getting projects designed and bid on time
- Reduce the time and staff effort required to review contractor prequalification applications, resulting in a higher level of service to the contractor community and increasing the pool of

construction contractors eligible to bid on

- In conjunction with the MMS, reduce the staff time required to record and verify the assets built or refurbished during a construction project and store this information in the asset registry for use during maintenance.

STATUTORY REFERENCE:
A.R.S. §28-363 Duties of the director; administration

EQUIPMENT TO BE PURCHASED IF APPLICABLE: N/A

PROJECT INVESTMENT JUSTIFICATION (PIJ): The approved PIJ is available upon request (PIJ #: DT24006).

CLASSIFICATION OF POSITIONS: N/A

ANNUALIZATIONS:
ADOT received one-time funding for the Construction Management System Replacement in FY 2023, FY 2025, and FY 2026. Please see the Technical Adjustments decision package for additional information.

Exhibit 1: FAST System Users and Utilizations

Office/Group	FAST Utilization
Contract & Specification	Building estimates, detailed estimates, agreement estimates, bid schedule, advertising projects, issuing addendums, bid tabulations, contractor prequalification, bid items lists, maintaining bid items
Field Reports	Ad-Hoc reports, Contract dates, labor compliance, setup up LCPtracker certified payroll (for self-performing contractors who are not responsible for other subcontractors' compliance, it allows users to produce certified payroll reports that they can submit to any requesting body), subcontractor information, monitor contractor payments, State Transportation Board reports, supplemental agreements, budget, Asphalt Concrete (AC) payment forms
Materials	Data management tool to collect, analyze, store and transmit material testing information on construction projects. Provides a standard work format for the administration of the QA program
Project Resource Office	Project data, contract card, bid information for Estimated Engineering Construction Cost (E2C2) website, final acceptance/completion dates
Construction	Project information, review supplemental agreements, evaluate CE costs, evaluate trends related to project cost, review project information for claims, generate reports
Finance	Verify expenditure data for grant reporting, review project milestone dates, out of balances, information for preparing encumbrances, schedule notes, reviewing and verifying supplemental agreements, review detailed estimates, review liquidated damages, ensure all documents are finished for close out, contractor payments
Construction Districts	Create, process and track project progress payments, generate sub items, log and track contract time, project expenditures and budget, initiate budget increase, reports, supplemental agreements, track materials samples and results, project closeout
State Engineers Office	Metrics Reporting

Exhibit 2: Details of Supported Functions

Details of Supported Functions	
Preconstruction Management	● Provide a historical repository of bid item prices including prices for both the awarded contractor and other vendors proposing on a project, and prices for change orders on construction contracts; ● Support preparation of ADOT's independent cost estimate before project letting; ● Manage the project letting and award process
Construction Management	● Manage the construction contract ● Manage project records and documentation; ● Manage various project logs including a risk register, issues log, action items log and decision log among others; ● Track/manage contract closeout and ● Track/manage asset hand-over process including potential integration with ADOT asset management systems.
Materials Testing	● Provide an end-to-end laboratory information management system (LIMS) capability that tracks a sample from the time it is taken in the field, through being logged in at the lab and all test performed on that sample; ● Track request for new mix designs and use of mix designs on projects; ● Manage an approved product list; ● Maintain sampling guidelines for a wide range of materials used on construction; ● Support acceptance of products based for use on projects based on manufacturer or approved third party certifications; ● Support calculation and recording of test results for various types of tests performed in the lab; ● Support recording of test results for samples taken and tests performed by State staff or the contractor including independent assurance samples; ● Support quality assurance/quality control testing for a construction project; ● Provide automatic alerts when an independent assurance test is needed; ● Support integration with test equipment to obtain test results and reduce data entry required by ADOT Materials staff; ● Perform materials certification for a construction project, ensuring sufficient tests have been performed based on quantities of materials utilized/placed on a project. Highlight discrepancies on an ongoing basis throughout the project to facilitate mitigation of the issue.

Exhibit 3: Other Expected Features and Capabilities

Other Expected Features and Capabilities
● Provide for construction management functionality typically used at the project site to be mobile enabled with the system architected to allow for offline use with automatic synchronization when a user reconnects to the network ● Provide sketch functionality to calculate dimensions ● Incorporate field level validation to track data entry issues ● Capture GPS/location data ● Provide a ball-in-court function to support tracking of assignments and due dates for these assignments for project team members ● Provide for escalation workflow processes between contractors and ADOT ● Provide a robust end-user reporting function with capability to create management dashboards to monitor key project activities ● Provide document management capabilities within the solution in order to serve as a repository of project documents during the construction phase, but also support integration with other leading content management and collaboration software solutions which may be utilized by ADOT (for example OnBase, SharePoint, Adobe Workfront) ● Provide electronic signature functionality with the ability to restrict confidential information within a document sent for electronic signature (ex. ADOT change order cost analysis that may be contained within a contract document package)

Exhibit 4: Other Expected Features and Capabilities

Benefits of the New CPDS
● Features of a cloud-based application to allow outside vendors, consultants, and inspectors access if an internet connection is available. This provides near-time and real-time information for reporting and tracking projects. ● Elimination/consolidation of a number of "side systems" by supporting needed functionality within the new CDPS application. ● Providing a framework for greater digitization of ADOT construction process. ● Improved document control that would eliminate the need for external spreadsheets or stand-alone supplemental data systems and would improve data reliability. ● Integration of the newest GPS location data systems for roadway features that would streamline Federal Compliance of asset management. ● Improved hand-off of asset information from construction to ADOT maintenance staff to support asset management and ongoing operations. ● Enhanced reporting capabilities to support monitoring of project status by ADOT management and to reduce time required to respond to requests from policy makers or external stakeholders. ● Better communication and interaction with external partners that currently can only be done by printing documents and emailing. The system should allow access and data entry by external partners where information is shared and logged within the system. ● A larger pool of contracted vendors of information technology staff who could maintain and service the new software solution in a timely manner.

Exhibit 5: Estimated Cost for Phase 2 and Phase 3 – Procurement and Project Development

	FY 2026	FY 2027	FY 2028
Project Development and Implementation			
Software Subscription	$ 981,000	$ 1,025,800	$ 1,025,800
Release 1 Milestones	$ 3,488,000	$ 1,125,946	
Release 2 Milestones	$ 487,830	$ 2,554,530	
Release 3 Milestones	$ 355,000	$ 1,143,920	$ 961,500
Subtotal Systems Integrator	**$ 5,311,830**	**$ 5,850,196**	**$ 1,987,300**
Owners Representative Consultant Services	$ 585,170	$ 614,429	$ 300,000
Contracted ITG Project Manager	$ 90,000	$ 90,000	$ 54,000
Contracted IT Business Analyst	$ 70,000	$ 70,000	$ 42,000
Independent Verification and Validation (IV & V)	$ 215,000	$ 220,000	$ 165,000
Subtotal: Project Development and Implementation	**$ 960,170**	**$ 994,429**	**$ 561,000**
Total: Procurement, Project Development and Implementation	**$ 6,272,000**	**$ 6,844,625**	**$ 2,548,300**

Exhibit 6: Proposed Project Timeline

Phase/Tasks	Start	Stop
Solution Procurement		
Finalize Requirements	7/1/24	8/31/24
Prepare RFP	7/1/24	8/31/24
Issue RFP/Receive Proposals	9/2/24	10/31/24
Evaluate Proposals	11/1/24	12/31/24
Conduct Demonstrations	1/20/25	1/24/25
Obtain Best and Final Offers	2/3/25	2/21/25
Negotiate Contract	3/3/25	3/28/25
Development and Implementation: Construction Management		
Project Initiation	4/1/25	4/30/25
System Design	5/1/25	7/25/25
System Development	7/1/25	1/30/26
Testing	2/2/26	5/1/26
User Training	5/4/26	7/31/26
Deployment	7/1/26	10/2/26
Development and Implementation: Materials Management		
Project Initiation	7/1/26	7/31/26
System Design	8/3/26	11/30/26
System Development	11/1/26	5/4/27
Testing	6/1/27	8/27/27
User Training	8/30/27	10/29/27
Deployment	11/1/27	12/31/27

Project Investment Justification

Capital Project Delivery System (CPDS-FAST)

DT24006

Department of Transportation

1. GENERAL INFORMATION

PIJ ID: DT24006
PIJ Name: Capital Project Delivery System (CPDS-FAST)
Account: Department of Transportation
Business Unit Requesting: Infrastructure Delivery and Operations (IDO)
Sponsor: Audra Merrick
Sponsor Title: IDO Director
Sponsor Email: amerrick@azdot.gov
Sponsor Phone: (602) 712-8274

2. MEETING PRE-WORK

2.1 What is the operational issue or business need that the Agency is trying to solve? (i.e....current process is manual, which increases resource time/costs to the State/Agency, and leads to errors…):

The Arizona Department of Transportation (ADOT) is the multi-modal state-level agency responsible for providing safe and efficient transportation of goods and people within Arizona. In this role, a key element of ADOT's mission is the letting and award of highway construction projects and the management and oversight of the work of construction contractors during the construction phase of this work.

The Field Office Automation System (FAST) is the management system currently utilized to support these activities. Originally developed in the mid-1990s, the FAST system has been managing the construction contracting process, along with monitoring and tracking the delivery of construction projects using three major modules: contract initiation, construction administration, and materials management.

FAST has adequately met ADOT's requirements for managing the letting and award process and monitoring and tracking the delivery of construction projects for many years. However, the FAST system is approaching the end of its technical life. It has become increasingly difficult to maintain and/or to enhance to meet changes in Federal Highway Administration (FHWA) requirements or ADOT-requested changes to improve the efficiency and effectiveness of managing the construction program.

ADOT faces significant business risks due to the aging platform on which FAST operates, including security risks: The software platform version for FAST is PowerBuilder®™. It is server based and is powered by a Microsoft Server called "SQL 2008 R2". Microsoft supports each of their servers for 5 years and an additional 5 years with an extended support subscription (up to 10 years total). The support includes security updates, non-security updates, and vendor support. Once Microsoft no longer supports the server, the machines will be at risk for cyber-attacks if the user continues to use it. On July 09, 2019, the extended support for SQL 2008 R2 ended and the entire 'engine' behind FAST was unable to receive security updates or support from the vendor. This created considerable risk for ADOT, in that the framework from almost 30-years ago has matured considerably to account for the current computing processing speeds and data- transfer improvements.

For the current FAST system to run safely, ADOT's only option was to upgrade both the server and PowerBuilder to a newer version. During 2020-2021, ADOT upgraded to "SQL Server 2019" and "PowerBuilder 2019". The upgrades' ONLY purpose was to enhance system security. The support for SQL Server 2019 ended on January 07, 2025, creating additional urgency for ADOT to identify and implement a replacement system.

Other challenges with the FAST system include:

- The system is outdated and does not easily allow for enhancements.: The ability to make modifications is limited to hiring contracted services that are also constrained due to the lack of knowledgeable vendors.

- The system is functionally obsolete and requires a new system that is built based on today's business processes, and positions ADOT for future growth. FAST was developed based on a 1980s Business Model. As business needs change, ADOT has not been able to implement changes to keep up to date. As Federal and State requirements change, modifications are difficult or impossible to implement within the existing FAST system, resulting in many work arounds and offline systems.

- There is a limited ADOT knowledge to maintain the system: The single point of failure and risk for the system is experience and knowledge. Coding in the PowerBuilder language is increasingly being phased out, rarely taught, and hiring individuals with this experience and coding knowledge is extremely challenging. ADOT currently has no employees who know the programming language and can maintain the system. ADOT currently contracts with one individual who maintains the system. It has taken up to eight (8) weeks to fill this position when contract staff needs to be replaced.

- There are significant reliability challenges with the current FAST system: The system has challenges with contracted programmer resources providing updates and ensuring uninterrupted service. At times ADOT has attempted to apply updates and/or fixes to the FAST system that have resulted in components that stop working or result in data errors. If certain components do malfunction and there is a substantial lag to get a contractor onboard, critical ADOT responsibilities such as delayed contractor payments or delayed federal reimbursements may occur.

Finally, the FAST system has several functional gaps which limited the efficiency and effectiveness with which ADOT can manage its construction program. These gaps include: No or limited mobile capability, No or limited GPS/locational data capture, Lack of contractor collaboration/self-service functionality, and Limited integration with other systems resulting in the need for duplicate data entry.

2.2 How will solving this issue or addressing this need benefit the State or the Agency?

Replacing the FAST system will significantly reduce the business risk to ADOT and the State of Arizona and position ADOT to further streamline and automate the delivery of its capital construction program utilizing a modern vendor-supported software solution. Anticipated benefits to ADOT and the State include:

- Provides for increased efficiency in the delivery of ADOT's transportation program by:
  - Fortifying and improving the reliability of ADOT core business processes.
  - Providing a modern framework for improving service delivery.
  - Aligning with the overall ADOT department-wide digital delivery initiative.
- Provides a modern, flexible technology platform to allow ADOT to more easily respond to changes in FHWA or State program requirements.
- Improves communication and supports electronic collaboration with contractors and other service delivery partners.
- Improves sharing of information across the enterprise leading to better consistency, quality, timeliness and accuracy of information.
- Provides potential for reductions in construction contract change orders, claims, project delays,

and overruns through more effective contract management and monitoring tools.

- Provides an opportunity to redirect the time of some Construction, Finance, and Procurement staff through capturing more data at the source and using contractor self-service capabilities.

- Provides a modern software platform with the needed security and flexibility to support the agency's construction program. A Software as a Service (SaaS) solution will provide sustainable support by the vendor to maintain data in a secure and reliable manner allowing the agency to strategically leverage commercial software and its use for construction programs.

2.3 Describe the proposed solution to this business need.

ADOT anticipates replacing FAST and several related ancillary systems with a next-generation Capital Project Delivery System (CPDS) based on a commercial off the shelf software solution (COTS) which is vendor managed and supported and operates in the Cloud as a SaaS solution. CPDS will support ADOT's capital project delivery lifecycle from the preparation of specifications, through project letting and contract award, management of the construction phase of work and the construction contract(s), tracking of the testing of materials used on construction projects and management of the construction hand-over process. The next-generation CPDS will specifically support these functions:

- Support preparation of the independent cost estimate before project letting;
- Manage the project letting and award process, including:
  - Prepare the proposal package to be put out to bid,
  - Prepare any required addenda,
  - Receive bids (either directly or through integration with a third-party lockbox function),
  - Compare bids received against the independent cost estimate,
  - Evaluate bids received to determine the lowest responsible, responsive bidder, and
  - Award contract to the selected bidder;
- Manage the construction contract, including:
  - Record daily work reports documenting the work performed by the contractor,
  - Prepare contractor progress estimates during the project,
  - Manage contractor requests for information,
  - Manage/track change orders,
  - Manage project records and documentation,
  - Manage/track claims submitted by contractors,
  - Monitor compliance with various contract requirements (bond, insurance, prevailing wage rate compliance via certified payrolls, etc.),
  - Monitor compliance with disadvantaged business enterprise (DBE) goals and other goals, such as mentoring and staff training by the contractor,
  - Prepare final estimate at end of project, and

- Track/manage contract closeout.

- Manage and track required materials testing activities, including:
  - Maintain sampling guidelines,
  - Record test results by type of test, and
  - Perform materials certification for project, ensuring sufficient tests have been performed based on quantities of materials utilized/placed on a project.

The CPDS solution will have significant mobile capabilities, especially in the areas of construction contract management and materials testing, reducing the amount of paper documentation and subsequent re-entry into a computer system which will be required.

The solution is Aurigo Masterworks and the vendor is Deloitte Consulting.

2.4 Has the existing technology environment, into which the proposed solution will be implemented, been documented?

Yes

2.4a Please describe the existing technology environment into which the proposed solution will be implemented.

2.5 Have the business requirements been gathered, along with any technology requirements that have been identified?

Yes

2.5a Please explain below why the requirements are not available.

3. PRE-PIJ/ASSESSMENT

3.1 Are you submitting this as a Pre-PIJ in order to issue a Request for Proposal (RFP) to evaluate options and select a solution that meets the project requirements?

No

3.1a Is the final Statement of Work (SOW) for the RFP available for review?

No

3.2 Will you be completing an assessment/Pilot/RFP phase, i.e. an evaluation by a vendor, 3rd party or your agency, of the current state, needs, & desired future state, in order to determine the cost, effort, approach and/or feasibility of a project?

Yes

3.2a Describe the reason for completing the assessment/pilot/RFP and the expected deliverables.

During FY 2023, an RFI was issued to gather additional information from the vendor community to help development of a planning level cost estimate and timeline for implementing a new system. Vendors were asked to respond to questions about the functionality available in their system, the anticipated timeline

for implementing their proposed solution for an organization the size of ADOT and a planning level cost estimate for implementing their proposed solution.

A budget package for the new system was developed and submitted to the Arizona Legislature. Funding to prepare requirements, develop a Request for Proposal (RFP), conduct solution evaluation and selection and initiate implementation was approved for FY 2025. An additional budget package(s) has been submitted as part of the FY 26 budget process for future year funding to complete implementation.

3.2b Provide the estimated cost, if any, to conduct the assessment phase and/or Pilot and/or RFP/solicitation process.

300000

3.2e Based on research to date, provide a high-level cost estimate to implement the final solution.

14165963.37

4. PROJECT

4.1 Does your agency have a formal project methodology in place?

Yes

4.2 Describe the high level makeup and roles/responsibilities of the Agency, Vendor(s) and other third parties (i.e. agency will do...vendor will do...third party will do).

ADOT Project Sponsor - Responsible for the budget, approval of the project deliverables and issue resolution.

ADOT Project Steering Committee – Responsible for providing guidance and oversight of the implementation effort and assisting with the resolution of cross-functional issues.

Project Manager - Responsible for day-to-day management of the project including planning and managing ADOT resources assigned to the project, maintaining the overall project work plan and overseeing the work of the selected system integrator.

System Integrator (Deloitte Consulting, LLP) – Firm responsible as prime contractor to provide, implement, and operate (for up to ten (10) years) a new Cloud-based SaaS CPDS solution that supports preconstruction management, construction management, and materials testing.

IV&V Consultant – Responsible for monitoring the project per State of Arizona Statutes and Policies.

4.3 PM Name

Robert Cooney

4.3 PM Email

rcooney.consultant@azdot.gov

4.4 Is the proposed procurement the result of an RFP solicitation process?

Yes

4.5 Is this project referenced in your agency's Strategic IT Plan?

Yes

5. SCHEDULE

5.1 Is a project plan available that reflects the estimated Start Date and End Date of the project, and the supporting Milestones of the project?

Yes

5.2 Provide an estimated start and finish date for implementing the proposed solution.

Est. Implementation Start Date	Est. Implementation End Date
6/20/2025 12:00:00 AM	3/6/2028 12:00:00 AM

5.3 How were the start and end dates determined?

Based on project plan

5.3a List the expected high level project tasks/milestones of the project, e.g., acquire new web server, develop software interfaces, deploy new application, production go live, and estimate start/finish dates for each, if known.

Milestone / Task	Estimated Start Date	Estimated Finish Date
Project Initiation	05/12/25	06/23/25
Release 1 (Preconstruction) - Initiation	06/20/25	07/28/25
Prepare Security Plan - Finalize & Submit System Security Plan to Homeland Security	06/23/25	08/04/25
Release 1 - Kickoff Meeting (Get Sprint Deliverables/Stories)	06/24/25	06/24/25
PAYMENT: Q4 FY 25 Initial SaaS Subscription - June 24, 2025 Release 1 Kick-off Meeting - June 26, 2025 Systems Integrator Work Plan - June 30, 2025	06/24/25	06/30/25
Release 1 - Design: - Confirm Requirements - BPM Sessions - Prepare Configuration Specifications - Prepare Technical Specs - Prepare Data Migration - Prepare Training Plan - Prepare Master Test Plan	07/07/25	11/10/25

PAYMENT: Q1 FY 26 Project Management Plan - 7/28/25 Quality Management Plan - 7/28/25 Knowledge Transfer Plan - 7/28/25 Stakeholder Engagement Plan - 7/28/25 Security Plan - 8/4/25 ... 6 more ... Stakeholder Engagement Plan - 11/30/25	07/28/25	09/30/25
Release 2 (Construction Mgmt) - Initiation	09/02/25	09/30/25
Release 1 - Configuration: Sprint 1	09/08/25	10/10/25
Release 1 - Configuration: - Sprints 1 through 8	09/08/25	03/16/26
Release 2 - Design: - Confirm Requirements - BPM Sessions - Prepare Configuration Specifications - Prepare Technical Specs - Prepare Data Migration - Prepare Training Plan - Prepare Master Test Plan	09/17/25	04/27/26
Release 2 - Kickoff Meeting	09/18/25	09/18/25
Release 1 - Configuration: Sprint 2	09/29/25	10/31/25
Release 1 - Configuration: Sprint 3	10/20/25	11/21/25
PAYMENT: Q2 FY 26 Interface Plan - October 27, 2025 Data Migration Plan - November 10, 2025	10/27/25	11/10/25
Release 1 - Configuration: Sprint 4	11/10/25	12/12/25
Release 1 - Configuration: Sprint 5	12/01/25	01/09/26
Release 1 - Configuration: Sprint 6	12/29/25	01/30/26
Release 2 - Configuration: - Sprints 1 through 8	01/12/26	07/13/26
Release 1 - Configuration: Sprint 7	01/19/26	02/20/26
Release 2 - Configuration: Sprint 1	01/26/26	02/13/26
PAYMENT: Q3 FY 26 Solution Configuration - 3/16/26 Unit Test Conversion Programs - 3/16/26 System Detail Design -1/30/26 Requirement Traceability Matrix (RTM) - 1/26/26 Release 2 Training Plan - 3/20/25 Updated Master Test Plan - 2/13/26	01/30/26	03/20/26
Release 2 - Configuration: Sprint 2	02/02/26	03/06/26
Release 1 - Configuration: Sprint 8	02/09/26	03/13/26
Release 1 - Solution Testing: - System Integration Test (SIT) - User Acceptance Testing (UAT) - Performance Test - Security Test	02/09/26	08/10/26
Release 2 - Configuration: Sprint 3	02/23/26	03/27/26
Release 2 - Configuration: Sprint 4	03/16/26	04/17/26

Release 1 Training: From Preparing Training Materials -> End User Training Support	03/30/26	08/31/26
Release 1 - Deployment: - Training - Enterprise Readiness Planning - System Cut Over Preparation - System Cut-over	03/30/26	09/09/26
PAYMENT: Q4 FY 26 Mock Data Con. 1 - 4/17/26 Unit Tested Interface Programs - 5/1/26 System Test Report - 5/15/26 Integration Test Report - 5/15/26 Mock Data Conversion 2 - 6/12/26 Release 2 Interface Plan - 4/24/26 Data Mig. Plan - 4/3/26	04/03/26	06/12/26
Release 2 - Configuration: Sprint 5	04/06/26	05/08/26
Release 2 - Configuration: Sprint 6	04/27/26	05/29/26
Release 2 - Solution Testing: - System Integration Test (SIT) - User Acceptance Testing (UAT) - Performance Test - Security Test	05/11/26	12/04/26
Release 2 - Configuration: Sprint 7	05/18/26	06/19/26
Release 2 - Configuration: Sprint 8	06/08/26	07/10/26
PAYMENT: Q1 FY 27 User Acceptance Report - July 10, 2026 through Stakeholder Engagement Plan - September 4, 2026 (18 items total)	07/10/26	11/04/26
Release 2 - Deployment: - Training - Enterprise Readiness Planning - System Cut Over Preparation - System Cut-over	07/20/26	01/11/27
Release 2 Training: From Preparing Training Materials -> End User Training Support	07/20/26	01/11/27
Release 3 (Materials Testing) - Initiation	08/10/26	09/07/26
Release 3 - Design - Confirm Requirements - BPM Sessions - Prepare Configuration Specifications - Prepare Technical Specs - Prepare Data Migration - Prepare Training Plan - Prepare Master Test Plan	08/10/26	02/08/27
Release 1 - Go-Live	09/08/26	09/08/26
Release 1 - Post Go-Live Support	09/09/26	12/02/26

PAYMENT: Q2 FY 27 Training Materials - November 6, 2026 through Unit Tested Conversion Programs - December 7, 2026 (12 items)	11/06/26	12/07/26
Release 3 - Configuration - Sprints 1 through 8	11/30/26	06/07/27
Release 3 - Configuration: Sprint 1	11/30/26	01/06/27
Release 3 - Configuration: Sprint 2	12/21/26	01/29/27
Release 2 - Go-Live	01/04/27	01/04/27
PAYMENT: Q3 FY 27 End User Training Support - 1/8/27 Go-Live with Release 2 Software - 1/4/27 Release 2 Acceptance - 3/30/27 R 3 Interface Plan - 1/15/27 R 3 Data Migration Plan - 2/5/27 R 3 Training Plan - 2/5/27 Updated M Test Plan - 1/26/27	01/04/27	03/30/27
Release 2 - Post Go-Live Support	01/05/27	03/30/27
Release 3 - Configuration: Sprint 3	01/18/27	02/19/27
Release 3 - Configuration: Sprint 5	03/01/27	04/02/27
Release 3 - Configuration: Sprint 4	03/08/27	04/09/27
Release 3 - Configuration: Sprint 6	03/22/27	04/23/27
Release 3 - Configuration: Sprint 7	04/12/27	05/14/27
Release 3 - Solution Testing: - System Integration Test (SIT) - User Acceptance Testing (UAT) - Performance Test - Security Test	05/03/27	10/04/27
Release 3 - Configuration: Sprint 8	05/03/27	06/04/27
PAYMENT: Q4 FY 27 Release 3 Mock Data Conversion 1 - June 25, 2027	06/25/27	06/25/27
Release 3 - Deployment: - Training - Enterprise Readiness Planning - System Cut Over Preparation - System Cut-over	07/05/27	11/02/27
Release 3 Training: From Preparing Training Materials -> End User Training Support	07/05/27	11/01/27
PAYMENT: Q1 FY 28 Unit Tested Interface Programs - July 9, 2027 through Performance Test Report - September 27, 2027 (9 items)	07/09/27	09/27/27
KPI #1: Decrease in Contractor Prequalification Approval Time	09/08/27	09/08/27

PAYMENT: Q2 FY 28 Training the Trainer Course Delivery - October 8, 2027 End User Training Support - October 29, 2027 Go-Live with Release 3 Software - November 1, 2027	10/08/27	11/01/27
Release 3 - Go-Live	11/01/27	11/01/27
Release 3 - Post Go-Live Support	11/02/27	01/25/28
KPI #2: Reduction in Escalated Contractor Disputes	01/04/28	01/04/28
KPI #3: Reduction in Asset Onboarding Time	01/04/28	01/04/28
Project Closeout	01/25/28	03/06/28
PAYMENT: Q3 FY 28 Release 3 Acceptance - January 25, 2028	01/25/28	01/25/28

5.4 Have steps needed to roll-out to all impacted parties been incorporated, e.g. communications, planned outages, deployment plan?

Yes

5.5 Will any physical infrastructure improvements be required prior to the implementation of the proposed solution. e.g., building reconstruction, cabling, etc.?

No

5.5a Does the PIJ include the facilities costs associated with construction?

5.5b Does the project plan reflect the timeline associated with completing the construction?

6. IMPACT

6.1 Are there any known resource availability conflicts that could impact the project?

No

6.1a Have the identified conflicts been taken into account in the project plan?

6.2 Does your schedule have dependencies on any other projects or procurements?

No

6.2a Please identify the projects or procurements.

6.3 Will the implementation involve major end user view or functionality changes?

Yes

6.4 Will the proposed solution result in a change to a public-facing application or system?

Yes

7. BUDGET

7.1 Is a detailed project budget reflecting all of the up-front/startup costs to implement the project available, e.g, hardware, initial software licenses, training, taxes, P&OS, etc.?

Yes

7.2 Have the ongoing support costs for sustaining the proposed solution over a 5-year lifecycle, once the project is complete, been determined, e.g., ongoing vendor hosting costs, annual maintenance and support not acquired upfront, etc.?

Yes

7.3 Have all required funding sources for the project and ongoing support costs been identified?

Yes

7.4 Will the funding for this project expire on a specific date, regardless of project timelines?

Yes

7.5 Will the funding allocated for this project include any contingency, in the event of cost over-runs or potential changes in scope?

No

8. TECHNOLOGY

8.1 Please indicate whether a statewide enterprise solution will be used or select the primary reason for not choosing an enterprise solution.

There is not a statewide enterprise solution available

8.2 Will the technology and all required services be acquired off existing State contract(s)?

No

8.3 Will any software be acquired through the current State value-added reseller contract?

No

8.3a Describe how the software was selected below:

8.4 Does the project involve technology that is new and/or unfamiliar to your agency, e.g., software tool never used before, virtualized server environment?

Yes

8.5 Does your agency have experience with the vendor (if known)?

No

8.6 Does the vendor (if known) have professional experience with similar projects?

Yes

8.7 Does the project involve any coordination across multiple vendors?

Yes

8.8 Does this project require multiple system interfaces, e.g., APIs, data exchange with other external application systems/agencies or other internal systems/divisions?

Yes

8.9 Have any compatibility issues been identified between the proposed solution and the existing environment, e.g., upgrade to server needed before new COTS solution can be installed?

No

8.9a Describe below the issues that were identified and how they have been/will be resolved, or whether an ADOA-ASET representative should contact you.

8.10 Will a migration/conversion step be required, i.e., data extract, transformation and load?

Yes

8.11 Is this replacing an existing solution?

Yes

8.11a Indicate below when the solution being replaced was originally acquired.

"FAST" is a legacy system developed in-house by the agency in 1993 and released into production in approximately 1996.

8.11b Describe the planned disposition of the existing technology below, e.g., surplused, retired, used as backup, used for another purpose:

Retired

8.12 Describe how the agency determined the quantities reflected in the PIJ, e.g., number of hours of P&OS, disk capacity required, number of licenses, etc. for the proposed solution?

This information was determined through a review of the current systems and discussion with system end-users.

8.13 Does the proposed solution and associated costs reflect any assumptions regarding projected growth, e.g., more users over time, increases in the amount of data to be stored over 5 years?

Yes

8.14 Does the proposed solution and associated costs include failover and disaster recovery contingencies?

Yes

8.14a Please select why failover and disaster recovery is not included in the proposed solution.

8.15 Will the vendor need to configure the proposed solution for use by your agency?
Yes

8.15a Are the costs associated with that configuration included in the PIJ financials?
Yes

8.16 Will any app dev or customization of the proposed solution be required for the agency to use the project in the current/planned tech environment, e.g. a COTS app that will req custom programming, an agency app that will be entirely custom developed?
No

8.16a Will the customizations inhibit the ability to implement regular product updates, or to move to future versions?

8.16b Describe who will be customizing the solution below:

8.16c Do the resources that will be customizing the application have experience with the technology platform being used, e.g., .NET, Java, Drupal?

8.16d Please select the application development methodology that will be used:

8.16e Provide an estimate of the amount of customized development required, e.g., 25% for a COTS application, 100% for pure custom development, and describe how that estimate was determined below:

8.16f Are any/all Professional & Outside Services costs associated with the customized development included in the PIJ financials?

8.17 Have you determined that this project is in compliance with all applicable statutes, regulations, policies, standards & procedures, incl. those for network, security, platform, software/application &/or data/info found at aset.az.gov/resources/psp?
Yes

8.17a Describe below the compliance issues that were identified and how they have been/will be resolved, or whether an ADOA-ASET representative should contact you:

8.18 Are there other high risk project issues that have not been identified as part of this PIJ?
No

8.18a Please explain all unidentified high risk project issues below:

9. SECURITY

9.1 Will the proposed solution be hosted in a vendor managed environment?

Yes

9.1a Please select from the following vendor-hosted options:

Other - Describe Environment below

9.1b Describe the rationale for selecting the vendor-hosted option below: Ex. following cloud smart goal, lower cost?.....

The software selected meets the ITG/State standard for software being a SaaS/cloud based solution.

9.1c Has the agency been able to confirm the long-term viability of the vendor hosted environment? Ex. is the
environment setup in an efficient and effective way-/-Has a cloud specialist reviewed the environment (Agency is mainly focused on cost of operation)

Yes

9.1d Has the agency addressed contract termination contingencies, e.g., solution ownership, data ownership, application portability, migration plans upon contract/support termination?

Yes

9.1e Has a Network Architecture Diagram and/or System Security Plan (draft or finalized version) being provided and reviewed by AZDOHS?

No

9.1f Has the spreadsheet located at https://azdohs.gov/sites/default/files/azramp-level-1-prerequisite-control-sheet_0.xlsx already been completed by the vendor and approved by AZDOHS?

No

9.2 Will the proposed solution be hosted in a state managed environment?

No

9.2a Where will the on-premise solution be located:

9.2b Were vendor-hosted options available and reviewed?

9.2c Describe the rationale for selecting an on-premise option below:

9.2d Will any data be transmitted into or out of the agency's on-premise environment or the State Data Center?

9.3 Will any Confidential state data as defined in the 8110 Statewide Data Classification Policy be

transmitted, stored, or processed within this system?
Yes

9.3a Describe below what security infrastructure/controls are/will be put in place to safeguard this data:
The solution is vendor-hosted and has FedRAMP Authorization, ensuring that state data will be protected/safeguarded.

10. AREAS OF IMPACT

Application Systems
Other

Configuration of a SaaS based construction project management and materials testing solution, with integrations developed with ADOT systems, AZ360 and other ADOT partner systems. SaaS solution has a mobile application for use by ADOT construction staff.

Database Systems
MS SQL Server

Software
COTS Application Acquisition

Hardware
Other

N/A

Hosted Solution (Cloud Implementation)
Amazon (AWS) GovCloud

Security
Firewall

Telecommunications

Enterprise Solutions
Other

Contract Services/Procurements

11. FINANCIALS

Description	PIJ Category	Cost Type	Fiscal Year Spend	Quantity	Unit Cost	Extended Cost	Tax Rate	Tax	Total Cost
Subscriptions/Licensing	Software	Development	1	1	$497,238	$497,238	860.00%	$42,762	$540,000
Professional Services: Release 1 Milestones	Professional & Outside Services	Development	1	1	$80,425	$80,425	0.00%	$0	$80,425
Independent Verification & Validation (IV&V)	Professional & Outside Services	Development	2	4	$53,750	$215,000	0.00%	$0	$215,000
Professional Services: Release 2 Milestones	Professional & Outside Services	Development	2	1	$485,858	$485,858	0.00%	$0	$485,858
Subscriptions/Licensing	Software	Development	2	1	$828,729	$828,729	860.00%	$71,271	$900,000
Professional Services: Release 1 Milestones	Professional & Outside Services	Development	2	1	$3,881,936	$3,881,936	0.00%	$0	$3,881,936
Professional Services: Release 3 Milestones	Professional & Outside Services	Development	3	1	$269,226	$269,226	0.00%	$0	$269,226
Subscriptions/Licensing	Software	Development	3	1	$866,575	$866,575	860.00%	$74,525	$941,100
Professional Services: Release 1 Milestones	Professional & Outside Services	Development	3	1	$241,274	$241,274	0.00%	$0	$241,274
Professional Services: Release 2 Milestones	Professional & Outside Services	Development	3	1	$2,554,530	$2,554,530	0.00%	$0	$2,554,530
Independent Verification & Validation (IV&V)	Professional & Outside Services	Development	3	4	$55,000	$220,000	0.00%	$0	$220,000
Independent Verification & Validation (IV&V)	Professional & Outside Services	Development	4	3	$55,000	$165,000	0.00%	$0	$165,000
Professional Services: Release 3 Milestones	Professional & Outside Services	Development	4	1	$1,836,215	$1,836,215	0.00%	$0	$1,836,215
Subscriptions/Licensing	Software	Development	4	1	$866,575	$866,575	860.00%	$74,525	$941,100
Subscriptions/Licensing	License & Maintenance Fees	Operational	5	1	$892,541	$892,541	860.00%	$76,759	$969,300

Base Budget (Available)	Base Budget (To Be Req)	Base Budget % of Project
$14,165,963	$0	100%
APF (Available)	**APF (To Be Req)**	**APF % of Project**
$0	$0	0%
Other Appropriated (Available)	**Other Appropriated (To Be Req)**	**Other Appropriated % of Project**
$0	$0	0%

Federal (Available)	Federal (To Be Req)	Federal % of Project
$0	$0	0%
Other Non-Appropriated (Available)	**Other Non-Appropriated (To Be Req)**	**Other Non-Appropriated % of Project**
$0	$0	0%

Total Budget Available	Total Development Cost
$14,165,963	$13,271,663
Total Budget To Be Req	**Total Operational Cost**
$0	$969,300
Total Budget	**Total Cost**
$14,165,963	$14,240,963

12. PROJECT SUCCESS

Please specify what performance indicator(s) will be referenced in determining the success of the proposed project (e.g. increased productivity, improved customer service, etc.)? (A minimum of one performance indicator must be specified)

Please provide the performance objective as a quantifiable metric for each performance indicator specified.
Note: The performance objective should provide the current performance level, the performance goal, and the time period within which that performance goal is intended to be achieved. You should have an auditable means to measure and take corrective action to address any deviations.
Example: Within 6 months of project completion, the agency would hope to increase "Neighborhood Beautification" program registration by 20% (3,986 registrants) from the current registration count of 19,930 active participants.

Performance Indicators
KPI #1

Decrease in approval time for contractor prequalification applications because of enhanced tools in CPDS for managing the prequalification process. This will result in improved service to ADOT's construction contract partners and allow more contractors the potential opportunity to submit bids on projects, resulting in greater industry competition. With implementation of CPDS Release 1, the number of days for application approvals will decrease of 30% from an average of 86 days to 60 days. Achievement of this KPI is expected within one-year of CPDS Release 1 Go-Live.

KPI #2

Reduction, because of improved collaboration tools within the new CPDS system, in the number of disputes between ADOT and construction contractors which are escalated from the project level to the district and/or ADOT HQ level for further analysis and resolution due to improved collaboration tools within the new CPDS system. This

improvement in collaboration between ADOT and construction contractors should result in improved adherence to project schedules and as a result timely completion of construction projects to the benefit of the traveling public. ADOT expects a 33% reduction in the number of contracts being escalated from the project level to district and/or ADOT HQ level from an average of 12 per year to a maximum of 8 per year following implementation. This KPI is expected to be achieved within one year of implementation of Release 2 of CPDS.

KPI #3

Reduction in the time required to record and verify the assets built or refurbished during a construction project and store this information in the asset registry for use during maintenance of the transportation asset through the capture of asset and related information via daily recordkeeping during the construction process. Based on new capabilities in CPDS, we would expect the average number of hours required to onboard the assets from a completed construction project into the asset registry to be reduced on average by 75% from 80 hours currently to 20 hours after CPDS Release 2 is implemented. KPI will be achieved within one-year of CPDS Release 2 implementation (in conjunction with implementation of new MMS as part of the future Phase 2).

Responsible Owner for KPI
Jim Windsor

Email Address
jwindsor@azdot.gov

13. CONDITIONS

Conditions for Approval
Should development costs exceed the approved estimates by 10% or more, or should there be significant changes to the proposed technology scope of work or implementation schedule, the Agency must amend the PIJ to reflect the changes and submit it to ADOA-ASET, and ITAC if required, for review and approval prior to further expenditure of funds.

Monthly reporting on the project status is due to ADOA-ASET no later than the 15th of the month following the start of the project. Failure to comply with timely project status reporting will affect the

overall project health. The first status report for this project is due on July 15, 2025.

Prior to system production environment launch or go live, the Agency must work with the Department of Administration (ADOA) and Department of Homeland Security (AZDOHS) Cyber Command, to assure the System Security Plan document is completed and approved by Cyber Command in order to ensure that the selected solution will provide an appropriate level of protection for State data.

The agency shall follow the IV&V process from the initiation of the project and provide quarterly Independent Verification & Validation (IV&V) report, via email communication, to ADOA-ASET 90 days following the start of the project. IV&V vendor to submit separate IV&V reports for each individual project every quarter.

14. OVERSIGHT SUMMARY

Project Background
What is the role of the agency? What does the agency do?
Creating a transportation system for Arizona that improves the quality of life. To provide a safe, efficient, cost-effective transportation system.
The Arizona Department of Transportation (ADOT) has jurisdiction over state roads, state airports, and the registration of motor vehicles and aircraft.

What problem is the agency resolving with this PIJ?
Replacement of ADOT's outdated Field Office Automation System (FAST) with the solution Aurigo Masterworks, a Capital Project Delivery System (CPDS).

ADOA evaluation:
Replacing the outdated FAST system with the new CPDS aligns with ADOT's role in providing a safe, efficient, and cost-effective transportation system for Arizona by modernizing critical infrastructure management.

Business Justification
Describe the proposed solution to this business needs.
ADOT will replace the FAST system and related systems with a next-generation Capital Project Delivery System (CPDS) that is Aurigo Masterworks.
CPDS will be a commercial off-the-shelf (COTS) software solution.
The solution will be vendor-managed and supported (Deloitte Consulting/Aurigo Masterworks).
CPDS will operate in the cloud as a Software as a Service (SaaS) solution.
CPDS will support the entire capital project delivery lifecycle.
Key functions supported include cost estimation, project letting and award, construction contract management, and materials testing.
The solution will have significant mobile capabilities for construction contract management and materials testing.

How will the proposed solution improve operations? Use quantifiable metrics, if possible.
Increased efficiency in transportation program delivery through fortified core business processes and a modern service delivery framework.
Improved reliability of core business processes.
Enhanced responsiveness to changes in FHWA or State program requirements due to a modern, flexible technology platform.
Improved communication and electronic collaboration with contractors and service delivery partners.
Enhanced information sharing across the enterprise, leading to better consistency, quality, timeliness, and

accuracy of information.
Potential reductions in construction contract change orders, claims, project delays, and overruns through more effective contract management and monitoring tools.
Opportunity to redirect staff time in Construction, Finance, and Procurement by capturing more data at the source and utilizing contractor self-service capabilities.
Modern software platform with improved security and flexibility for the construction program.
Sustainable vendor support (SaaS) for data security and reliability.
Reduction in paper documentation and re-entry of data due to mobile capabilities.

How does implementing this solution benefit the State?
Significant reduction in business risk to ADOT and the State of Arizona by replacing the FAST system.
Positions ADOT to further streamline and automate the delivery of its capital construction program.
Aligns with the overall ADOT department-wide digital delivery initiative.
Potential for cost savings through reductions in change orders, claims, delays, and overruns.
More efficient use of state resources by redirecting staff time.
Ensures a secure and reliable platform for managing critical construction program data.

ADOA evaluation:
The proposed CPDS solution offers a modern, cloud-based platform to streamline ADOT's capital project delivery, enhance efficiency, and reduce risks associated with the current FAST system.

Implementation Plan
Fedramp, No AZRAMP required. SSP required. Milestone added.
Project Manager: Robert Cooney
Responsible Owner for KPI: Jim Windsor

Agency Responsibilities:
ADOT Project Sponsor - Responsible for the budget, approval of the project deliverables and issue resolution.
ADOT Project Steering Committee – Responsible for providing guidance and oversight of the implementation effort and assisting with the resolution of cross-functional issues.
Project Manager - Responsible for day-to-day management of the project including planning and managing ADOT resources assigned to the project, maintaining the overall project work plan and overseeing the work of the selected system integrator.

Project Management Methodology - An Agile/Scrum hybrid methodology will be utilized. Each of the three releases will start with confirmation of requirements and development of configuration specifications which outline the configuration required to the CPDS software to implement the requirements. Configuration will then be performed in three-week sprints, with sprint demos and sprint testing occurring at the end of the configuration cycle. After all configuration is completed, system integration test (SIT) will be performed to test out the system with integration points and then user acceptance test (UAT) will be conducted. At least two mock conversions will be performed, with the mock conversion occurring at the start of SIT and UAT respectively.

Cutover Plan:
The approach and timing of data migration will vary by release. For Release 1 (Preconstruction), all required migration will take place at Go-Live. Data migration for Release 1 will include static data such as contract specifications, contract items, historical bid prices, prequalified contractor information, etc. It will also include project specific information for all projects that are open and being prepared for advertisement in FAST at the time of Go-Live.
For Release 2 (Construction Management), we are planning at Go-Live to start with new projects that

would have been recently awarded through CPDS Release 1 functionality (since Release 1 will be going live approximately 4 months ahead of Release 2). Then, beginning approximately 30 days after Go-Live, we will start migrating the project and contract data associated with open projects from FAST to ADOT, if those projects are not expected to close-out in FAST within a reasonable timeframe (to be confirmed during migration planning but probably all projects still expected to be open by the time Release 3 goes live at 28 months from NTP).
For Release 3 (Materials Testing), we will be migrating test results for all open projects at Go-Live.
This data migration approach should allow for the sunsetting of FAST as a transactional system following the Release 3 go-live.

Vendor Responsibilities:
System Integrator (Deloitte Consulting, LLP) – Firm responsible as prime contractor to provide, implement, and operate (for up to ten (10) years) a new Cloud-based SaaS CPDS solution that supports preconstruction management, construction management, and materials testing.
IV&V Consultant – Responsible for monitoring the project per State of Arizona Statutes and Policies.
Vendor Performance Tracking - Vendor performance will be milestone based, being tracked with weekly Vendor and Team meetings, along with payments made based on deliverables in milestones.

ADOA evaluation:
The agency is responsible for budget, deliverable approval, and issue resolution, while the vendor is responsible for system implementation and operation, with an independent consultant monitoring the project.

Vendor Selection
Considered Vendors: RFP sent & response received from: American Assn of State Highway & Transport, ATSER Systems, Keenology Corporation, Deloitte Consulting LLP, eCIFM Solutions Inc
Selected Vendor: Deloitte Consulting
3 Quotes Obtained: N/A
Exception Reason: ADOT Procurement completed an RFP to determine the solution.

Budget or Funding Considerations
100% Base Budget
Start Date: 7/1/2024
End Date: 6/30/2028

15. PIJ REVIEW CHECKLIST

Agency Project Sponsor
Audra Merrick

Agency CIO (or Designee)
Steve West

Agency ISO (or designee)
Thomas Branham

OSPB Representative

ASET Engagement Manager

ASET SPR Representative
Chris Reynolds

Agency SPO Representative

Agency CFO
Kristine Ward

Arizona Department of Transportation

FY 2028 Decision Package

Title: Maintenance Management System Replacement

Priority: 6

FTE: 0; **Request:** $1,521,500

Fund Source:
State Highway Fund – Operating Lump Sum (DT2030/DT58000) $1,521,500

SUMMARY:
This funding request is to continue the implementation of the Arizona Department of Transportation's (ADOT) new Maintenance Management Systems (MMS), which was funded to begin in FY 2026.

ADOT's current MMS consists of a disparate set of systems and processes that lack integration. These systems are employed by ADOT to monitor the maintenance of infrastructure assets. During the implementation review of ADOT's current Construction Management System (called FAST), ADOT identified an opportunity to integrate the various maintenance systems and processes so that they will interface with FAST. Concurrent replacement of these systems ensures that construction projects and their relationship to an asset or group of assets transition seamlessly from active construction to maintenance operations. ADOT's Maintenance Management Systems (MMS) are essential to the efficient operation of the Arizona highway system. ADOT is committed to improving the efficiency of its operations, and this project is an important step in that direction. This is a multi-year project, and the FY 2028 request of $1,521,000, of which $450,000 is ongoing, is the final request.

BACKGROUND:
A key element of the ADOT mission is operating and maintaining transportation infrastructure. Currently, multiple non-integrated systems and processes are utilized to track the asset inventory, asset condition, and manage the work performed on ADOT infrastructure assets. These existing systems and processes include:

- **Performance Controlled System (PeCoS):** System that plans maintenance work, manages maintenance inventories and collects maintenance work history.
- **Feature Inventory System (FIS):** System used to enter, track, and modify all infrastructure assets maintained on the highway.
- **Level of Service (LOS):** This is the process of giving letter grades based on the condition of the roadway. Those grades are plugged into formulas with data from PeCoS. This feeds the Needs Based Budget calculations.
- **Needs Based Budget (NBB):** This is a strategic financial planning tool that allocates resources based on the specific needs of assets, especially those that require improvement. The NBB is

implemented using a set of manual spreadsheets with formulas that assess the cost associated with planned improvements, such as those designed to improve an asset with an "F" grade to a higher grade. The budget is directed to areas with the most critical need for improvement, ensuring that the funds have the maximum impact. NBB allocates funds based on the actual needs and performance of the system rather than historical spending patterns, improving efficiency and effectiveness.

Some of the key gaps with the existing systems environment include:

- PeCoS was designed primarily to track the labor, materials and equipment charges for the maintenance activities performed on the highway. It was not designed to create a maintenance record for a specific asset. The maintenance work history performed on specific assets is required to evaluate maintenance lifecycle and accuracy in budget allocation. Assets include but are not limited to guardrails, traffic signage, traffic signals, delineators, etc. PeCoS was only designed to show the amount expended on the person (labor) who performed the maintenance, what they put into the location (materials), cost of the equipment used (truck, loader, etc.), and when the activity was performed. It does not provide a clear picture on the status of the asset, an accurate location of the asset, a record of past maintenance, or what future maintenance will need to be performed and when. Any details specific to an asset are also absent.

- As technology evolved, ADOT adopted Intelligent Transportation Systems (ITS) assets like electronic signs, wrong-way detection systems, and ramp metering that controls the flow of traffic onto the freeways. ITS assets require additional maintenance tracking. These assets are managed by software and connected to power sources, which means ADOT must monitor more elements for ITS assets than for traditional assets to ensure proper maintenance and operation. These additional requirements have created data gaps that cannot be managed with the current Maintenance Management System because it was not designed to track the asset, but only to track labor, materials, and equipment costs expended.

- The lack of integration between PeCoS, FIS, and related systems requires maintenance crews to enter data manually in multiple systems and spreadsheets. This approach not only wastes time and effort, but it creates inconsistencies between systems and reduces confidence in system data, especially cost-related information. For example, maintenance crews must enter labor, material, and equipment data in PeCoS, location data in FIS, and then annotate maintenance notes on a separate non-synced spreadsheet. The PeCoS data is then transferred into another set of spreadsheets with formulas and asset condition ratings (LOS) to arrive at an assessment that determines funding allocation (NBB). In addition, none of these systems were designed to provide a visual representation; visuals are manually configured using separate data analysis and visualization software, such as Tableau.

- ADOT has implemented several in-house solutions to address the challenges of the current systems environment. These solutions include Google Docs and MS Access applications that manage key aspects of the maintenance management business processes for the maintenance groups. While these solutions help to address some of the challenges, they also add an additional layer of complexity to the systems environment. This is because they require additional systems and processes to support them.

- The existing systems do not have any mobile capability. This means that ADOT maintenance crews cannot use mobile devices to collect asset inventory, identify work that is needed, or record work performed while out in the field. This situation creates a delay in providing real-time information, which is a key factor in maintaining transportation infrastructure. They must wait until they return to the office and rely on notes made to enter information into the systems, further reducing confidence in the accuracy of the data.

- In FY 2023, ADOT began the process of replacing its end-of-life construction management system. The implementation of a modernized construction management system has allowed ADOT an opportunity to determine the optimal approach for a modernized process for transportation systems. During this process, the joint implementation of an MMS and construction management system was identified as the best approach to maximize efficiency and effectiveness. This approach ensures that the systems are integrated with each other and provide the necessary level of security and functionality. For additional information, please see the Construction Management System Replacement decision package.

The initial implementation of a modernized construction management system involved a comprehensive review of the software systems that support the transportation program. This review revealed that implementing the new construction management system in conjunction with a new maintenance management system would maximize results and reduce redundancies between the systems. Implementing the systems in conjunction with each other allows for a cohesive integrated system that allows assets to move from construction to maintenance without additional effort. The current process for moving assets from construction to maintenance is not aligned due to a lack of integration between the systems. Once a construction project is complete, a team of ADOT maintenance personnel must physically identify and locate the assets on the system and manually update the information in PeCoS and FIS. This process, with multiple manual entries, increases the possibility of data errors. With integrated systems, the assets will be identified once constructed and carried directly over to the maintenance portion of the system without the need for redundant and time-consuming field identification. This will greatly improve the efficiency of the entire process.

All four of the identified risks identified for FAST have not yet been ameliorated as they are nearly identical to the MMS which are:

- Risk #1: Security Risks
- Risk #2: System is Outdated, Does Not Allow for Enhancements, and is Approaching End of Life
- Risk #3: Limited Pool of Employees with Knowledge to Maintain the System
- Risk #4: Reliability of the current MMS

As noted above, the labor, materials, and equipment utilized for highway maintenance activities are recorded in PeCoS. The Geographical Information System (GIS) locations of the assets are maintained in FIS, and the evaluated status/condition of the assets is managed by the LOS system, which is implemented in Google Sheets. All three systems provide data to support the NBB. This collection of systems that includes PeCoS, LOS, FIS, and the NBB is a set of applications, databases, Microsoft and Google spreadsheets, and documents. Over time, the current systems and processes have rendered a lack of confidence in reporting and an inability to accurately track materials cost for maintenance activities, resulting in gaps in budget, inventory, and expenditure reporting. A new modernized Maintenance Management Systems far surpasses the abilities of these legacy systems. Accurate information is a necessity for required federal reporting.

Replacing these systems simultaneously with the construction management system will allow for seamless flow from the asset construction process to the asset maintenance process and allow ADOT to accurately assess and track not only the condition of the asset, but its associated costs. Data will be consistent and centralized, allowing ADOT to monitor asset performance from the time it is established on the roadway without having to perform redundant mapping and locating. An all-encompassing system will also allow teams to effectively plan for maintenance of the roadway infrastructure and accurately report on operations.

OPTIONS CONSIDERED AND REASONS FOR REJECTION:
Another alternative considered by the project team included doing nothing and continuing using the current systems. This alternative was rejected as the current systems supporting asset and maintenance management are reaching the end of their technical life span. In addition, these systems present several gaps and challenges that significantly impact ADOT's ability to manage its asset and maintenance management programs efficiently and effectively. Given these constraints, maintaining the status quo is not a viable alternative. By the close of FY 2027, total project expenditures are scheduled to reach $7,793,100. Ceasing the project at this point would represent the forfeiture of substantial financial investments and thousands of manpower hours already expended during the early phases of the modernization cycle.

RECOMMENDED OPTION:
ADOT recommends providing the necessary funding to implement a new MMS. The new system would support the full set of functionalities currently available in PeCoS, FIS, LOS, and the NBB. ADOT's current MMS systems are outdated and do not provide the functionality needed to support the Department's maintenance operations.

The project will be implemented in phases:

- In Phase 1, the new MMS was deployed with core maintenance management functionality (work requests, work scheduling, work management, etc.), including mobile technology, to allow PeCoS and FIS to be decommissioned.
- In the current phase, Phase 2, additional advanced maintenance management capabilities not currently available in the current ADOT systems will be deployed. Completion of Phase 2 will allow the LOS and NBB applications to be decommissioned.

ADOT was able to advance the solution selection activities for a new MMS by combining the selection of new MMS software with the selection of the new Capital Project Delivery System (CPDS). ADOT received Information Technology Authorization Commission (ITAC) approval on September 17th, 2025, to start the implementation project.

The total estimated cost to build and implement the new MMS environment is $9,314,600, and timelines can be found in the table below:

Maintenance Management System	FY 2026 Funded	FY 2027 Funded	FY 2028 Requested
Software Subscriptions and licensing during implementation	$ 350,000	$ 450,000	$ -
MMS System Integrator Services	$ 1,556,500	$ 2,450,200	$ 362,300
Roads and Highways Implementation Services	$ 56,000	$ 85,400	$ 56,000
Third Party Support for Integrations with new MMS	$ 125,000	$ 150,000	$ 105,000
Consultant Procurement Support and Implementation Oversight Services	$ 600,000	$ 585,000	$ 300,000
Contracted ITG Project Manager and Business Analyst	$ 300,000	$ 160,000	$ 98,200
Independent Verification and Validation (IV&V)	$ 160,000	$ 240,000	$ 150,000
Tablets/Mobile Devices	$ 75,000	$ 450,000	$ -
Ongoing Subscription Cost (Beginning FY 2028)	$ -	$ -	$ 450,000
Total Estimate Cost	**$ 3,222,500**	**$ 4,570,600**	**$ 1,521,500**

IMPACT OF NOT FUNDING IN THIS YEAR:
If funding is not approved, the work in progress in FY 2027 will need to be stopped, resulting in an immediate halt to the MMS system implementation and the concurrent modernization of outdated operational infrastructure. This freeze significantly increases the operational and business risks to ADOT, leaving the agency reliant on unsupported applications, and if they fail ADOT will lack the internal ability to maintain day-to-day operations. This directly jeopardizes ADOT's capacity to effectively plan maintenance work, track asset inventories, collect highway maintenance history, and manage critical Intelligent Transportation Systems (ITS) like wrong-way detection and electronic signage. Furthermore, continuing to operate these disconnected environments creates unacceptable cybersecurity and database vulnerabilities due to the absence of modern updates.

Halting the initiative midway would result in the direct forfeiture of substantial financial investments and thousands of manpower hours already expended during the early phases of the modernization cycle. In FY 2026 alone, ADOT has already invested millions to push forward with active software implementation, establish baseline system designs, and define crucial cross-system integration protocols. By the close of FY 2027, total project expenditures are scheduled to reach more than $7,000,000. Walking away from the implementation before the final rollout would completely waste these state funds, nullify the critical design blueprints, data conversion plans, and configured system logic delivered by ADOT's integration partners, and force the agency to restart the procurement process from scratch at a future date under inflated market costs.

Additionally, withholding the final year of funding breaks the strategic synchronization between the Maintenance Management System (MMS) and the new Capital Project Delivery System (CPDS). Developing these platforms concurrently is the only viable path to avoid the technical silos, redundant data workflows, and manual transfer errors that have historically plagued ADOT's isolated software platforms. If the implementation of the MMS is abandoned, the integration pathways between roadside engineering construction and field asset maintenance break down entirely. Rather than establishing a seamless flow where physical assets automatically transition into the maintenance registry, ADOT will

remain trapped in an inefficient paradigm requiring manual field identification and duplicate data entry. This leaves ADOT exposed to catastrophic system failure with no viable backup application, forcing the state into highly inefficient manual workarounds that compromise reporting accuracy, slow down federal reimbursement pipelines, and bring statewide project management to a standstill.

PROMOTING EQUITABLE OUTCOMES

1. How will Arizona be better as a result of this investment?

   The maintenance of Arizona's highway system is critical to its economic development and "livability". Without a viable MMS, resources to maintain the State's highway infrastructure cannot be deployed correctly. Without proper maintenance, roads deteriorate at a more rapid rate, necessitating additional public investment in infrastructure.

2. How does this funding request impact existing equity gaps for historically underserved, marginalized, or adversely affected groups, positively or negatively?

   In compliance with the Federal Highway Administration's (FHWA) and other funders' federal nondiscrimination regulations, ADOT adheres to the Title VI of the Civil Rights Act of 1964, the Americans with Disabilities Act, On the Job Training (OJT), and Disadvantaged Business Enterprise (DBE) programs. ADOT provides all public groups, including historically underserved, marginalized, or those adversely affected, the opportunity to participate in the transportation decision-making process during any major highway study or project undertaken. The ADOT Public Involvement Plan (PIP) serves as a central resource for ADOT's public involvement practices and procedures to support transportation project planning, programming and delivery, as well as operations and maintenance activities. The PIP outlines the Department's public involvement guidelines to ensure compliance with federal and state laws and regulations. ADOT's maintenance management systems are designed to optimally maintain the assets that all Arizona citizens, including those who belong to historically underserved groups, use daily.

3. How has the department included voices/feedback in the decision-making process of people that will be directly impacted by the spending plan implementation and the groups that will be targeted? How has this input affected the request?

   The development of ADOT's Five-Year Transportation Program involves extensive public outreach and participation, all of which must be documented. For ADOT, the project approval process includes presentation to the State Transportation Board, followed by one or more Public Hearings, before gaining final approval from the Board. ADOT is required to include representative voices of all the Arizona residents who live near new, expanded, or rehabilitated infrastructure and who travel it regularly. Maintenance Management Systems ensure that the assets established through this process are maintained.

OUTCOMES SUPPORTED:

This issue incorporates the Governor's Priorities as shown below:

- affordable and thriving economy
- infrastructure

This issue also incorporates ADOT's agency business plan strategies as follows:

- develop 3-5 year maintenance and operations plans for the transportation system

PERFORMANCE MEASURES TO QUANTIFY SUCCESS OF THE SOLUTION:
Based on the experience of other state-level transportation organizations who have implemented next generation maintenance management systems, ADOT expects a 2% maintenance program redirection opportunity in terms of the management and delivery of its asset management program through implementation of a new MMS system and adding advanced maintenance management capabilities not currently available in the current ADOT systems. This improved efficiency and effectiveness is a direct of result of the new system being able to:

- Fortify and improve the reliability of ADOT core maintenance management business processes.
- Provide a modern framework for improving service delivery.
- Allow for re-direction of staff time currently spent performing redundant data entry.
- Align with the overall ADOT wide digital delivery initiative supporting the digital exchange of asset registry and asset construction and maintenance information from design through construction to operations and maintenance.
- Capture the full cost of performing maintenance activities on the road network and assets owned or managed by ADOT.
- Support fully managing material inventory and tracking material inventory usage by work order.
- Support planning and managing annual maintenance activities based on needs.
- Improve communication and supporting electronic collaboration with contractors and other service delivery partners.
- Improve sharing of information across the enterprise leading to better consistency, quality, timeliness, and accuracy / accessibility of information.

STATUTORY REFERENCE (N/A if not applicable to issue):
A.R.S. § 28-6922 Director: powers and duties, § 28-6993 State highway fund; authorized uses, and § 18-104 Powers and duties of the department; violation; classification

EQUIPMENT TO BE PURCHASED IF APPLICABLE: N/A

CLASSIFICATION OF POSITIONS: N/A

PROJECT INVESTMENT JUSTIFICATION (PIJ): The PIJ is available upon request (PIJ# DT25007).

ANNUALIZATIONS:
As shown above, ADOT received funding for the project for FY 2026 and FY 2027. The decision package for FY 2028 will be to complete the project as per the anticipated schedule. The cost ranges provided in the table above are estimates and are subject to change as the project proceeds.

Exhibit 1: Maintenance Management System Users and Utilizations

Office/Group	MMS Utilization
Maintenance Management Services	Supports 900 maintenance management system users across ADOT–including work history, planning, reporting and inventory. Administers the statewide maintenance budget and allocation using an NBB formulary. Tracks and maintain routes, boundaries, intergovernmental agreements for roadway and maintenance activities. Creates maintenance data analytics and tools.
Maintenance Personnel	Daily Crew Work Reports (CWR) document labor, materials, and equipment usage with entry per maintenance activity. All maintenance employees that service assets use this system. Supervisors are responsible for quality assurance/quality control of entries and approval of CWRs.
District Maintenance	District maintenance employees use a data management tool to collect, analyze and store maintenance material quantities. Provides a standard work format for the administration of FY maintenance plan.
State Engineers Office	Used for metrics reporting.

Project Investment Justification

Maintenance Management System (MMS) - PeCoS Replacement

DT25007

Department of Transportation

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1. GENERAL INFORMATION

PIJ ID: DT25007
PIJ Name: Maintenance Management System (MMS) - PeCoS Replacement
Account: Department of Transportation
Business Unit Requesting: Project Delivery and Operations Division (PDO)
Sponsor: Audra Merrick
Sponsor Title: PDO Director
Sponsor Email: amerrick@azdot.gov
Sponsor Phone: (602) 712-8274

2. MEETING PRE-WORK

2.1 What is the operational issue or business need that the Agency is trying to solve? (i.e....current process is manual, which increases resource time/costs to the State/Agency, and leads to errors…):

A key element of ADOT's mission is maintaining the state highway system. ADOT's Project Delivery and Operations Division (PDO) maintains assets (EX: roadways, guardrails, bridges, etc.) on ADOT-regulated roadways. (See attached MMS Asset Classes document for a full list of managed assets.) Currently, labor, materials, and equipment for highway maintenance activities are recorded in the Performance Control System (PeCoS IV), the GIS locations of the assets are maintained in the Features Inventory System (FIS), and the evaluated status of the assets is managed by the Level of Service (LOS) section. All three systems provide data to support the Needs Based Budget (NBB) application. The NBB determines how ADOT directs funding to each Region or District to maintain or improve the condition of assets.

In the current, or As-Is state, multiple individual systems track the existence, maintenance, and status of PDO infrastructure assets. However, these in-house-developed systems have been unable to accurately track materials costs for maintenance activities, resulting in budget, inventory, and expenditure reporting gaps.

In addition, the PeCoS system is approaching the end of its technical life. It has become increasingly difficult to maintain and/or enhance the system to address ADOT-requested changes to improve the efficiency and effectiveness of managing the maintenance program. Likewise, the number of both business and technical staff who are familiar with how the system works is decreasing as staff retire from state service.

The As-Is systems environment was assessed in the Spring of 2023 and from this effort a conceptual design and initial cost estimate for the proposed To-Be systems environment were developed. A core element of this To-Be systems design is a proposed new Maintenance Management System (MMS) solution based on a commercially available Software as a Service (SaaS)/Cloud-based application. The conceptual design envisions using enterprise systems to integrate and work with the new MMS, establishing data governance for the system of record, and defining the sharing needs of the system of record with other enterprise systems and data repositories.

There are also a set of risks identified when dealing with an aging software like PeCoS:

- Security Risks
- System is Outdated, Does Not Allow for Enhancements, and is Approaching End of Life
- Limited Pool of Employees with Knowledge to Maintain the System
- Reliability of the current PeCoS System

2.2 How will solving this issue or addressing this need benefit the State or the Agency?

Replacing the PeCoS system will significantly reduce the business risk to ADOT and the State of Arizona and position ADOT to further streamline and automate the delivery of its Asset Management program, utilizing a modern vendor-supported software solution.

The implementation of the new MMS will provide the following business benefits to ADOT:

- Provides for increased efficiency in the delivery of ADOT's transportation program;
  - Fortifies and improves the reliability of ADOT core business processes;
  - Provides a modern framework for improving service delivery;
  - Allows for redirection of staff time currently spent performing redundant data entry;
  - Aligns with the overall department wide digital delivery initiative;
- Captures the full cost of performing maintenance activities on the road network and assets owned or managed by ADOT using in-house and contracted staff;
- Supports fully managing material inventory and tracking of inventory usage by work order;
- Supports planning and managing annual maintenance activities based on needs;
- Improves communication and supports electronic collaboration with contractors and other service delivery partners; and
- Improves sharing of information across the enterprise leading to better consistency, quality, timeliness and accuracy / accessibility of information.

The MMS is designed to be the system of record for all work, costs, asset inventory, and asset condition business processes and data needed to manage, track, and perform the maintenance activities for all transportation infrastructure assets. The new MMS will monitor and track all costs associated with ADOT's maintenance management program.

Other capabilities/opportunities with the new MMS include:

- Utilize the new MMS to support the full set of functionalities currently in PeCoS, FIS, LOS and the NBB;
- Manage the Linear Reference System (LRS) centrally with published versions that can be utilized to update the MMS LRS (Route, Milepost, Direction);
  - Esri Roads and Highways could potentially be utilized for this purpose;
- Utilize barcoding to facilitate warehouse management functions and charging out of materials to work orders;
- Track work identified by any source, typically called a work or service request, to create a list of possible work orders that need to be validated by the maintenance unit and could directly issue and schedule as a work order once validated;
- Collect and utilize the service life (lifecycle) data and condition for all assets during the annual budgeting processes;
- Leverage mobile devices to improve data collection and work management data integrity; and
- Provide user friendly, comprehensive reporting capabilities in the new MMS to support summary and detail level data and robust filtering across data fields.

Additionally, it is beneficial to consider providing accomplishment data back to the primary asset management system when maintenance is performed on one of their assets. This allows the primary asset management system to have a full history of the work performed on their assets and to update the condition of their controlled assets based on completed maintenance work activities.

2.3 Describe the proposed solution to this business need.

ADOT anticipates replacing PeCoS, FIS, NBB and LOS with a next-generation Maintenance Management System (MMS) based on a commercial off the shelf software solution (AtomAI) which is vendor managed, supported and operates in the Cloud as a SaaS solution.

AtomAI (see attachment for additional information) is a robust and intuitive enterprise asset management (EAM) software solution from AtomAI Solutions. AtomAI was developed using Google's latest technology in collaboration with Google, SADA Systems, and Collins Engineers. It offers both desktop and mobile applications capable of online and offline functionality. AtomAI provides comprehensive asset management and maintenance management functionality, including asset history tracking, inventory customization, work management and workflow management with alerts and quality control. It integrates with various databases and financial systems, supports GIS integration (e.g., ESRI, linear referencing systems), and includes advanced budget development and real-time tracking features. The system ensures continuous updates and focuses on user-centric innovations and efficiency improvement.

Additionally, AtomAI's mobile-first design streamlines field operations by providing an intuitive and user-friendly mobile app. Built from the ground up for mobile use, the app requires minimal training and encourages field technicians to adopt it readily, ensuring accurate and timely data entry.

The modernized MMS will support ADOT's Asset Management program by accurately capturing work, costs, asset inventory, and condition processes and data needed to manage, track, and perform the maintenance activities. The next-generation MMS will specifically support these functions:

- Planning for and executing maintenance activities required to meet the defined level of service targets and as constrained by available funding;
- Tracking resource availability for staff, equipment, and materials;
- Tracking cost of resource usage;
- Tracking account code information to align the maintenance activities to the right funding sources;
- Integrating with the ADOT Linear Reference System (LRS) to spatially locate and display where work is performed;
- Providing GIS services and apps to support map and visualization of maintenance data;
- Tracking asset inventory and condition data to assist in identifying maintenance activities that need to be performed on an asset and/or in identifying a candidate project to replace an asset (for example, evaluating the results of culvert inspections to identify maintenance work that may need to be done on a culvert or flagging the culvert for potential replacement); and
- Providing a fixed asset system to track assets throughout their full lifecycle.

2.4 Has the existing technology environment, into which the proposed solution will be implemented, been documented?

Yes

2.4a Please describe the existing technology environment into which the proposed solution will be implemented.

2.5 Have the business requirements been gathered, along with any technology requirements that have been identified?

Yes

2.5a Please explain below why the requirements are not available.

3. PRE-PIJ/ASSESSMENT

3.1 Are you submitting this as a Pre-PIJ in order to issue a Request for Proposal (RFP) to evaluate options and select a solution that meets the project requirements?

No

3.1a Is the final Statement of Work (SOW) for the RFP available for review?

No

3.2 Will you be completing an assessment/Pilot/RFP phase, i.e. an evaluation by a vendor, 3rd party or your agency, of the current state, needs, & desired future state, in order to determine the cost, effort, approach and/or feasibility of a project?

Yes

3.2a Describe the reason for completing the assessment/pilot/RFP and the expected deliverables.

ADOT completed an assessment to evaluate options for replacing PeCoS with a next-generation maintenance management system. The objective was for replacement of PeCoS with a commercial-off-the-shelf solution that would provide the required functionality with a minimum amount of customization while providing ADOT with a more flexible and sustainable architecture for the future. As part of this planning, ADOT, defined a proposed To-Be operating environment, identified high level needs for a new system, conducted a market scan and evaluated a range of potential go-forward options.

During FY 2025, an RFP was completed for MMS and CPDS, as the new MMS is expected to integrate with CPDS to facilitate asset handover processes at the end of a construction project. Deloitte Consulting was awarded the CPDS/MMS contract, with AtomAI as its proposed MMS solution.

3.2b Provide the estimated cost, if any, to conduct the assessment phase and/or Pilot and/or RFP/solicitation process.

105000

3.2e Based on research to date, provide a high-level cost estimate to implement the final solution.

8351048.25

4. PROJECT

4.1 Does your agency have a formal project methodology in place?

Yes

4.2 Describe the high level makeup and roles/responsibilities of the Agency, Vendor(s) and other third parties (i.e. agency will do...vendor will do...third party will do).

ADOT Project Sponsor - Responsible for approval of the project scope and budget.

ADOT Project Manager - Responsible for day-to-day management of the project including planning and managing ADOT resources assigned to the project, maintaining the overall project work plan and overseeing the work of the selected system integrator.

ADOT Workstream Leads and Subject Matter Experts – ADOT staff from impacted business areas responsible for providing business subject matter expertise.

System Integrator (Deloitte Consulting, LLP) – Firm responsible as prime contractor to provide, implement, and operate a MMS solution. .

MMS Software Vendor (AtomAI) - Responsible for configuring and testing the MMS solution as part of the system integrator team and providing training services. Responsible for operating SaaS solution during the project and post system go-live.

IV&V Consultant (Public Consulting Group) – Responsible for monitoring the project per State of Arizona statutes and policies.

4.3 PM Name

Robert Cooney

4.3 PM Email

rcooney.consultant@azdot.gov

4.4 Is the proposed procurement the result of an RFP solicitation process?

Yes

4.5 Is this project referenced in your agency's Strategic IT Plan?

Yes

5. SCHEDULE

5.1 Is a project plan available that reflects the estimated Start Date and End Date of the project, and the supporting Milestones of the project?

Yes

5.2 Provide an estimated start and finish date for implementing the proposed solution.

Est. Implementation Start Date	Est. Implementation End Date
9/26/2025 12:00:00 AM	2/4/2028 12:00:00 AM

5.3 How were the start and end dates determined?

Based on funding

5.3a List the expected high level project tasks/milestones of the project, e.g., acquire new web server, develop software interfaces, deploy new application, production go live, and estimate start/finish dates for each, if known.

Milestone / Task	Estimated Start Date	Estimated Finish Date
Release 1 - Initiation	09/23/25	10/29/25
Conduct Project Kick-off Meeting	09/25/25	09/25/25
Payment	09/25/25	10/29/25
Release 1 - Discovery	10/02/25	01/02/26
Release 1 - Design Business Specifications	11/03/25	02/05/26
Release 1 - Design Prepare Specification Plans Security Plan	11/03/25	12/19/25
Release 1 - Design Prepare Specification Plans Data Migration Plan	11/03/25	01/06/26
Release 1 - Development Configuration Sprint 0 Configuration Sprint 1	12/15/25	02/19/26
Payment	12/19/25	03/24/26
Release 1 - Design Prepare Specification Plans Training Plan	01/05/26	03/04/26
Release 1 - Design Technical Specifications	01/05/26	03/24/26
Release 1 - Design Prepare Specification Plans Master Test Plan	01/05/26	03/05/26
Release 1 - Development Configuration Sprint 2	02/02/26	03/11/26
Release 1 - Design Prepare System Detail Design	02/06/26	03/31/26
Release 1 - Development Configuration Sprint 3	02/23/26	04/01/26
Release 1 - Development	03/16/26	04/22/26

Configuration Sprint 4		
Release 1 - Development Configuration Sprint 5	04/06/26	05/13/26
Release 1 - Development Configuration Sprint 6	04/27/26	06/04/26
Release 1 - Development Configuration Sprint 7	05/18/26	06/24/26
Release 1 - Development Configuration Sprint 8	06/08/26	06/26/26
Release 1 - Solution Deployment Training Material and Online Help	06/08/26	12/25/26
Release 1 - Development Configuration Sprint 9	06/29/26	08/05/26
Payment	07/08/26	08/05/26
Release 1 - Solution Testing System Integration Test (SIT)	07/27/26	10/09/26
Release 2 - Initiation	09/08/26	10/30/26
Release 2 - Discovery	09/14/26	12/08/26
Payment	09/14/26	10/30/26
Payment	09/30/26	12/08/26
Payment	10/09/26	02/01/27
Release 1 - Solution Testing User Acceptance Test (UAT)	10/12/26	12/31/26
Release 1 - Solution Deployment System Cutover Preparation	10/12/26	01/15/27
Release 2 - Design Prepare Configuration Specifications Business Specifications	11/02/26	01/15/27
Release 2 - Design Update Specification Plans Data Migration Plan	11/02/26	01/20/27
Payment	11/18/26	03/15/27
Release 2 - Design Prepare Configuration Specifications Technical Specifications	11/30/26	02/10/27
Release 1 - Solution Deployment Training Environment Training Delivery Preparation Training	11/30/26	03/05/27
Release 1 - Solution Testing Performance Test	12/14/26	01/15/27
Release 1 - Solution Testing Security Test	12/14/26	02/01/27

Release 2 - Development Configuration Sprint 0 Configuration Sprint 1	01/04/27	02/12/27
Release 2 - Design Update Specification Plans Security Plan	01/11/27	02/02/27
Release 2 - Design Update System Detail Design	01/14/27	03/01/27
Payment	01/20/27	03/17/27
Release 2 - Design Update Specification Plans Master Test Plan	02/01/27	03/10/27
Release 2 - Development Configuration Sprint 2	02/01/27	04/06/27
Release 2 - Design Update Specification Plans Training Plan	02/01/27	03/17/27
Release 1 - Solution Deployment System Cut Over	02/02/27	03/15/27
Release 2 - Development Configuration Sprint 3	02/22/27	03/29/27
Release 2 - Development Configuration Sprint 4	03/15/27	04/16/27
Release 1 - Post Go Live Support Initiate Production Operations Payment Acceptance	03/15/27	06/07/27
Release 2 - Development Configuration Sprint 5	04/05/27	04/30/27
Release 2 - Development Configuration Sprint 6	04/26/27	05/31/27
Release 2 - Solution Deployment Training Material and Online Help	05/03/27	08/27/27
Payment	05/03/27	05/31/27
Release 2 - Solution Deployment Enterprise Readiness Planning	05/03/27	06/04/27
Release 2 - Solution Testing System Integration Test (SIT)	05/24/27	07/09/27
Payment	06/04/27	10/04/27
Release 2 - Solution Deployment System Cut Over Preparation	06/14/27	08/20/27
Release 2 - Solution Testing User Acceptance Test (UAT)	06/21/27	09/03/27
Payment	07/09/27	09/10/27

Release 2 - Solution Testing Security Test	07/19/27	08/24/27
Release 2 - Solution Deployment Training Environment Training Delivery Preparation Training	08/02/27	10/01/27
Release 2 - Solution Testing Performance Test	08/23/27	09/10/27
Release 2 - Solution Deployment System Cut Over	09/13/27	10/04/27
Release 2 - Post Go Live Support Initiate Production Operations Release 2 Acceptance Payment	10/05/27	12/27/27
Closeout	01/03/28	02/04/28

5.4 Have steps needed to roll-out to all impacted parties been incorporated, e.g. communications, planned outages, deployment plan?

Yes

5.5 Will any physical infrastructure improvements be required prior to the implementation of the proposed solution. e.g., building reconstruction, cabling, etc.?

No

5.5a Does the PIJ include the facilities costs associated with construction?

5.5b Does the project plan reflect the timeline associated with completing the construction?

6. IMPACT

6.1 Are there any known resource availability conflicts that could impact the project?

No

6.1a Have the identified conflicts been taken into account in the project plan?

6.2 Does your schedule have dependencies on any other projects or procurements?

No

6.2a Please identify the projects or procurements.

6.3 Will the implementation involve major end user view or functionality changes?

Yes

6.4 Will the proposed solution result in a change to a public-facing application or system?

No

7. BUDGET

7.1 Is a detailed project budget reflecting all of the up-front/startup costs to implement the project available, e.g, hardware, initial software licenses, training, taxes, P&OS, etc.?

Yes

7.2 Have the ongoing support costs for sustaining the proposed solution over a 5-year lifecycle, once the project is complete, been determined, e.g., ongoing vendor hosting costs, annual maintenance and support not acquired upfront, etc.?

Yes

7.3 Have all required funding sources for the project and ongoing support costs been identified?

Yes

7.4 Will the funding for this project expire on a specific date, regardless of project timelines?

Yes

7.5 Will the funding allocated for this project include any contingency, in the event of cost over-runs or potential changes in scope?

No

8. TECHNOLOGY

8.1 Please indicate whether a statewide enterprise solution will be used or select the primary reason for not choosing an enterprise solution.

There is not a statewide enterprise solution available

8.2 Will the technology and all required services be acquired off existing State contract(s)?

No

8.3 Will any software be acquired through the current State value-added reseller contract?

No

8.3a Describe how the software was selected below:

8.4 Does the project involve technology that is new and/or unfamiliar to your agency, e.g., software tool never used before, virtualized server environment?

Yes

8.5 Does your agency have experience with the vendor (if known)?

Yes

8.6 Does the vendor (if known) have professional experience with similar projects?

Yes

8.7 Does the project involve any coordination across multiple vendors?

Yes

8.8 Does this project require multiple system interfaces, e.g., APIs, data exchange with other external application systems/agencies or other internal systems/divisions?

Yes

8.9 Have any compatibility issues been identified between the proposed solution and the existing environment, e.g., upgrade to server needed before new COTS solution can be installed?

No

8.9a Describe below the issues that were identified and how they have been/will be resolved, or whether an ADOA-ASET representative should contact you.

8.10 Will a migration/conversion step be required, i.e., data extract, transformation and load?

Yes

8.11 Is this replacing an existing solution?

Yes

8.11a Indicate below when the solution being replaced was originally acquired.

“PeCoS” is a legacy system developed in-house by the agency in 1993 and released into production in approximately 1996.

8.11b Describe the planned disposition of the existing technology below, e.g., surplused, retired, used as backup, used for another purpose:

Retired.

8.12 Describe how the agency determined the quantities reflected in the PIJ, e.g., number of hours of P&OS, disk capacity required, number of licenses, etc. for the proposed solution?

This information was determined through a review of the current systems, from solution requirements and discussion with system end-users.

8.13 Does the proposed solution and associated costs reflect any assumptions regarding projected growth, e.g., more users over time, increases in the amount of data to be stored over 5 years?

Yes

8.14 Does the proposed solution and associated costs include failover and disaster recovery contingencies?

Yes

8.14a Please select why failover and disaster recovery is not included in the proposed solution.

8.15 Will the vendor need to configure the proposed solution for use by your agency?

Yes

8.15a Are the costs associated with that configuration included in the PIJ financials?

Yes

8.16 Will any app dev or customization of the proposed solution be required for the agency to use the project in the current/planned tech environment, e.g. a COTS app that will req custom programming, an agency app that will be entirely custom developed?

No

8.16a Will the customizations inhibit the ability to implement regular product updates, or to move to future versions?

8.16b Describe who will be customizing the solution below:

8.16c Do the resources that will be customizing the application have experience with the technology platform being used, e.g., .NET, Java, Drupal?

8.16d Please select the application development methodology that will be used:

8.16e Provide an estimate of the amount of customized development required, e.g., 25% for a COTS application, 100% for pure custom development, and describe how that estimate was determined below:

8.16f Are any/all Professional & Outside Services costs associated with the customized development included in the PIJ financials?

8.17 Have you determined that this project is in compliance with all applicable statutes, regulations, policies, standards & procedures, incl. those for network, security, platform, software/application &/or data/info found at aset.az.gov/resources/psp?

Yes

8.17a Describe below the compliance issues that were identified and how they have been/will be resolved, or whether an ADOA-ASET representative should contact you:

8.18 Are there other high risk project issues that have not been identified as part of this PIJ?

No

8.18a Please explain all unidentified high risk project issues below:

9. SECURITY

9.1 Will the proposed solution be hosted in a vendor managed environment?

Yes

9.1a Please select from the following vendor-hosted options:

Other - Describe Environment below

9.1b Describe the rationale for selecting the vendor-hosted option below: Ex. following cloud smart goal, lower cost?.....

The software selected meets the ITG/State standard for software being a SaaS/cloud based solution.

9.1c Has the agency been able to confirm the long-term viability of the vendor hosted environment? Ex. is the environment setup in an efficient and effective way-/-Has a cloud specialist reviewed the environment (Agency is mainly focused on cost of operation)

Yes

9.1d Has the agency addressed contract termination contingencies, e.g., solution ownership, data ownership, application portability, migration plans upon contract/support termination?

Yes

9.1e Has a Network Architecture Diagram and/or System Security Plan (draft or finalized version) being provided and reviewed by AZDOHS?

No

9.1f Has the spreadsheet located at https://azdohs.gov/sites/default/files/azramp-level-1-prerequisite-control-sheet_0.xlsx already been completed by the vendor and approved by AZDOHS?

No

9.2 Will the proposed solution be hosted in a state managed environment?

No

9.2a Where will the on-premise solution be located:

9.2b Were vendor-hosted options available and reviewed?

9.2c Describe the rationale for selecting an on-premise option below:

9.2d Will any data be transmitted into or out of the agency's on-premise environment or the State Data Center?

9.3 Will any Confidential state data as defined in the 8110 Statewide Data Classification Policy be transmitted, stored, or processed within this system?

Yes

9.3a Describe below what security infrastructure/controls are/will be put in place to safeguard this data:

The solution is vendor-hosted and will complete the AZRamp process to verify that state data will be protected/safeguarded.

10. AREAS OF IMPACT

Application Systems

Other

Configuration of a SaaS based maintenance management system with integrations developed with ADOT systems, AZ360 and other ADOT partner systems. SaaS solution has a mobile application for use by ADOT construction staff in the field.

Database Systems

Software

COTS Application Acquisition

Hardware

PC Purchases, Peripherals

Hosted Solution (Cloud Implementation)

Other

Google Cloud Platform

Security

Telecommunications

Enterprise Solutions

Contract Services/Procurements

11. FINANCIALS

Description	PIJ Category	Cost Type	Fiscal Year Spend	Quantity	Unit Cost	Extended Cost	Tax Rate	Tax	Total Cost
Software/Subscriptions	Software	Development	1	1	$203,702	$203,702	8.6%	$17,518	$221,221
Mobile Devices	Hardware	Development	1	80	$800	$64,000	8.6%	$5,504	$69,504
IV&V Services	Professional & Outside Services	Development	1	3	$55,000	$165,000	0%	$0	$165,000
Project Management	Professional & Outside Services	Development	1	1	$557,504	$557,504	0%	$0	$557,504
Systems Integrator	Professional & Outside Services	Development	1	1	$1,204,010	$1,204,010	0%	$0	$1,204,010
Mobile Devices	Hardware	Development	2	545	$800	$436,000	8.6%	$37,496	$473,496
Software/Subscriptions	Software	Development	2	1	$407,404	$407,404	8.6%	$35,037	$442,441
Systems Integrator	Professional & Outside Services	Development	2	1	$2,450,220	$2,450,220	0%	$0	$2,450,220
IV&V Services	Professional & Outside Services	Development	2	4	$55,000	$220,000	0%	$0	$220,000
Project Management	Professional & Outside Services	Development	2	1	$585,150	$585,150	0%	$0	$585,150
Project Management	Professional & Outside Services	Development	3	1	$369,218	$369,218	0%	$0	$369,218
Software/Subscriptions	Software	Development	3	1	$407,404	$407,404	8.6%	$35,037	$442,441

Systems Integrator	Professional & Outside Services	Development	3	1	$155,961	$155,961	0%	$0	$155,961
IV&V Services	Professional & Outside Services	Development	3	2	$55,000	$110,000	0%	$0	$110,000
Software Subscriptions	License & Maintenance Fees	Operational	4	1	$407,404	$407,404	8.6%	$35,037	$442,441
Software Subscriptions	License & Maintenance Fees	Operational	5	1	$407,404	$407,404	8.6%	$35,037	$442,441

Base Budget (Available)	Base Budget (To Be Req)	Base Budget % of Project
$8,351,048	$0	100%
APF (Available)	**APF (To Be Req)**	**APF % of Project**
$0	$0	0%
Other Appropriated (Available)	**Other Appropriated (To Be Req)**	**Other Appropriated % of Project**
$0	$0	0%
Federal (Available)	**Federal (To Be Req)**	**Federal % of Project**
$0	$0	0%
Other Non-Appropriated (Available)	**Other Non-Appropriated (To Be Req)**	**Other Non-Appropriated % of Project**
$0	$0	0%

Total Budget Available	Total Development Cost
$8,351,048	$7,466,166
Total Budget To Be Req	**Total Operational Cost**
$0	$884,882
Total Budget	**Total Cost**
$8,351,048	$8,351,048

12. PROJECT SUCCESS

Please specify what performance indicator(s) will be referenced in determining the success of the proposed project (e.g. increased productivity, improved customer service, etc.)? (A minimum of one performance indicator must be specified)

Please provide the performance objective as a quantifiable metric for each performance indicator specified.
Note: The performance objective should provide the current performance level, the performance goal, and the time period within which that performance goal is intended to be achieved. You should have an auditable means to measure and take corrective action to address any deviations.
Example: Within 6 months of project completion, the agency would hope to increase "Neighborhood Beautification" program registration by 20% (3,986 registrants) from the current registration count of 19,930 active participants.

Performance Indicators

 Improved efficiency and effectiveness in delivery of the annual Maintenance program through having one integrated solution. ADOT expect a 1/2% reinvestment opportunity based on increased efficiency and effectiveness of delivery of the ADOT Maintenance program through application of enhanced planning, scheduling and reporting tools. This is estimated to be $905,000 per year based on a $181 million annual highway maintenance program. KPI will be achieved on a staggered basis beginning within-one year of implementation with 25% of the benefit stream expected in Year 1, 50% of the benefit stream expected in Year 2 and 100% of the benefit stream expected beginning in Year 3 after implementation.

 Reduction in the time required to record and verify the assets built or refurbished during a construction project and store this information in the asset registry for use during the maintenance life cycle of the transportation asset through the capture of the assets and related information via daily recordkeeping during the construction process and the subsequent transfer of this information from CPDS to MMS during the asset handover process at the end of a construction project. Based on new capabilities in CPDS and MMS, we would expect the average number of hours required to onboard the assets from a completed construction project into the asset registry to be reduced on average by 75% from 80 hours currently to 20 hours after CPDS Release 2 is implemented. KPI will be achieved within one-year of CPDS Release 2 and MMS Release 1 implementation.

Responsible Owner for KPI

James Windsor

Email Address

jwindsor@azdot.gov

13. CONDITIONS

Conditions for Approval

14. OVERSIGHT SUMMARY

Project Background

Business Justification

Implementation Plan

Vendor Selection

Budget or Funding Considerations

15. PIJ REVIEW CHECKLIST

Agency Project Sponsor
Audra Merrick

Agency CIO (or Designee)
Steve West

Agency ISO (or designee)
Thomas Branham

OSPB Representative

ASET Engagement Manager

ASET SPR Representative

Agency SPO Representative

Agency CFO
Kristine Ward

Arizona Department of Transportation

FY 2028 Decision Package

Title: Risk Management Payment Restoration

Priority: 7

FTE: 0; Request: $3,961,500

Fund Source:
State Highway Fund – Appropriation (DT2030/DT58000) $3,961,500

SUMMARY:
Arizona Department of Transportation (ADOT) is statutorily required to pay a legislatively fixed risk management premium of $21,233,800 per year to the Arizona Department of Administration (ADOA), per the general appropriations act (Laws 2026, Chapter 126, Section 87 (S.B. 1847). Following the FY 2027 adjustments to Risk ADOT received in the Appropriations Report, ADOT's base appropriation supporting this payment no longer covers the full obligation. This creates a shortfall of $2,645,000 in FY 2027 and ongoing shortfall of $3,961,500 beginning in FY 2028. This is an ongoing request; funding it permanently aligns ADOT's base budget with its actual risk management payment obligation.

BACKGROUND:
Every two years, State agencies are adjusted for their Arizona Department of Administration (ADOA) risk (insurance) cost, communicated through the Appropriations Report. Because ADOT pays a legislatively set risk premium rather than the premium established by the ADOA risk formula, ADOT has not historically received these automatic adjustments unless legislative action is taken. Per the FY 2027 Appropriations Report, ADOT's State Highway Fund risk management line item was reduced by $5,252,500, offset by only $1,291,000 in ongoing increase and $1,316,500 in one-time increase. The table below shows how this results in the FY 2027 and FY 2028 shortfalls.

Component	FY 2027	FY 2028
FY 2026 Base Funding	$21,233,800	$21,233,800
Risk Management Reduction (State Highway Fund)	($5,252,500)	($5,252,500)
Risk Management Increase – One-Time (FY 2027 only; does not continue into FY 2028)	$1,316,500	$0
Risk Management Increase – Ongoing	$1,291,000	$1,291,000
Adjusted Base Funding	**$18,588,800**	**$17,272,300**
Risk Management Payment Obligation	$21,233,800	$21,233,800
Surplus / (Shortfall)	**($2,645,000)**	**($3,961,500)**

Source: FY 2027 Appropriations Report.

OPTIONS CONSIDERED AND REASONS FOR REJECTION:
Continuing to cover the shortfall year over year with one-time solutions (vacancy savings, unallocated balances, rescinded one-time approvals) was considered and rejected as a permanent solution, since it requires the agency to indefinitely rely on non-recurring funding sources to pay a fixed, recurring statutory obligation. This is not sustainable and reduces funding available to other core agency priorities each year.

RECOMMENDED OPTION:
Restore $3,961,500 to ADOT's ongoing base appropriation to permanently align ADOT's budget with its legislatively mandated risk management payment obligation of $21,233,800. This eliminates the need for the agency to rely on one-time solutions in future years to meet a fixed, recurring cost.

IMPACT OF NOT FUNDING IN THIS YEAR:
If this issue is not funded, ADOT will be required to permanently absorb a $3,961,500 reduction to its base budget while its risk management payment obligation remains unchanged. The agency would need to reduce funding available for core agency priorities and programs in every future fiscal year.

PROMOTING EQUITABLE OUTCOMES

1. How will Arizona be better as a result of this investment?

   Without restoration of its base appropriation authority, ADOT will need to reduce funding to its core services by $3,961,500.

2. How does this funding request impact existing equity gaps for historically underserved, marginalized, or adversely affected groups, positively or negatively?

   This request restores funding for a fixed, statutorily required administrative payment (ADOT's risk management premium). It does not directly target or affect any specific population; its primary equity impact is indirect, in that fully funding this obligation avoids diverting resources away from core transportation programs and services that benefit the public, including historically underserved and marginalized communities.

3. How has the department included voices/feedback in the decision-making process of people that will be directly impacted by the spending plan implementation and the groups that will be targeted?

   Because this prevents changes to service delivery, program eligibility, or public-facing operations, no direct constituent or advocacy group feedback was sought in developing this request.

OUTCOMES SUPPORTED:
This issue incorporates the Governor's Priorities as shown below:

- affordable and thriving economy
- infrastructure

This issue also incorporates ADOT's agency business plan strategies as follows:

- develop 3-5 year maintenance and operations plans for the transportation system

PERFORMANCE MEASURES TO QUANTIFY SUCCESS OF THE SOLUTION:
ADOT's appropriated budget for its risk management payment is permanently aligned with the amount legislatively mandated, eliminating the need to fund the shortfall from service delivery in future fiscal years.

STATUTORY REFERENCE (N/A if not applicable to issue):
A.R.S. § 41-621: Purchase of insurance, coverage, limitations, exclusions, definitions.
A.R.S. § 41-622: Risk management revolving fund, self-insured losses and administrative costs, budget requests.
SB 1847, Chapter 126, General Appropriation Act: ADOT risk management payment of $21,233,800.

EQUIPMENT TO BE PURCHASED IF APPLICABLE: N/A.

CLASSIFICATION OF POSITIONS: N/A.

PROJECT INVESTMENT JUSTIFICATION (PIJ): N/A.

ANNUALIZATIONS: N/A.

Arizona Department of Transportation

FY 2028 Decision Package

Title: Encroachment Permitting Software

Priority: 8

FTE: 0; **Request:** $1,246,400

Fund Source:

State Highway Fund – Operating Lump Sum (DT2030/DT58000)	$1,246,400

SUMMARY:

To advance the Arizona Department of Transportation's (ADOT) modernization goals and fulfill the State's "Digital Government" mandate, this request seeks funding to transition from a manual, paper-dependent process to a fully automated Online Encroachment Permit Software Application. By introducing 24/7 self-service capabilities, this system will allow industry stakeholders, such as utility companies and contractors, to complete and receive standard permits entirely online without requiring manual staff intervention, significantly accelerating commercial project timelines. The FY 2028 request of $1,246,400 is for the first year of a three-year replacement project. ADOT anticipates submitting requests in FY 2029 and FY 2030.

BACKGROUND:

Encroachment permits allow utility companies to install facilities in ADOT's Right-of-Way. They also allow individuals and businesses to create access points. There are 15 types of permits that the State issues. From January 2025 to January 2026, more than 2,000 permits were issued, which is within the typical range of 1,800 to 2,100 permits per year. The permit District office, along with the other specialized departments (as needed) within ADOT, reviews the request to make ensure anything placed in ADOT's Right-of-Way is documented and meets all requirements. The current permit workflow creates unpredictable timelines for Arizona businesses, hindering the ability to launch critical infrastructure and development projects on schedule, and limits the agency's ability to provide real-time data to stakeholders. An online Encroachment Permitting Software (EPS) application would increase operational efficiency and afford an overall cost reduction. Though having an EPS would not reduce the number of permits issued, the savings would be realized on the administrative side and the substantive time it takes for a Permit technician to complete them. Creating this bandwidth would allow technicians to spend more time inspecting the work being done on ADOT's Right-of-Way. With consistent permit processing statewide, a proactive approach of charging for permits to recover costs associated with the expense of an automated system can be explored.

The current reliance on printing, scanning, and physical mail is outdated and is expensive. A digital solution streamlines the entire lifecycle of a permit. It empowers businesses with 24/7 service access, ensuring that permit approvals move at the speed of modern commerce rather than the pace of manual processing. A digital solution removes the need for physical storage, manual filing, and the labor-intensive process of scanning documents into legacy databases. The legacy database is antiquated and providing needed updates or fixes is problematic. The written code is unfamiliar to current staff, and frequent fixes cause issues to other parts of the system. The legacy databases are housed on on-premises databases that are more costly to store as opposed to the cloud.

This project would not eliminate the need for on-premise databases but would align with the agency initiative to move to the cloud when able. Applications would instantly route to the correct reviewers based on district or permit type, with date stamping on sent and received documents, eliminating the transit time of physical folders. Proper document tracking would be beneficial to find “choke points” when reviews are causing higher permit times. The ability to utilize plan review programs, such as Blue Beam, would allow reviewers to send comments back to permit staff, which can then be passed on directly to applicants, speeding up any delays. By enabling concurrent reviews, the State fosters a more agile business environment, reducing the time from permit submission to project commencement.

A web-based portal shifts the burden of "business hours" away from the applicant and the agency for an overall enhanced applicant experience. In addition, applicants can apply from any location, at any time, reducing the need for travel to ADOT district offices and numerous emails. It also provides the benefit of Real-Time Transparency, which provides businesses and contractors with the predictability they need to plan resources, manage supply chains, and meet project milestones. Electronic Signatures and Payments like Docusign and secure online payment gateways finalize permits in minutes, not weeks. The most significant leap forward would be the integration of Geographic Information Systems (GIS) capabilities within the software. Among the many benefits, GIS provides spatial accuracy where applicants can drop pins or draw polygons directly on a map to define the encroachment area, ensuring ADOT knows exactly where work is occurring. Another benefit is that Conflict Detection is built in, since the system can automatically flag if a new permit overlaps with existing utilities, planned construction projects, or restricted Right-of-Way areas.

To simplify asset management, once a permit is closed the data can automatically populate ADOT’s asset management system, providing a permanent digital record of what lives within the Right-of-Way. Transitioning to a data-centric system allows the State to identify and remove regulatory hurdles in geographic 'hot spots,' directly accelerating economic development across Arizona. This would provide ADOT leadership access to desired performance metrics, such as average time to approve permits by district or type or volume tracking. This would also provide identification of geographic "hot spots" for utility work or driveway requests, audit trails, and a complete, unalterable digital history of every comment, revision, and approval for every permit.

OPTIONS CONSIDERED AND REASONS FOR REJECTION:
Retaining the current archaic and inefficient database (built in 1990) would continue to add additional staffing hours for permit processing.

RECOMMENDED OPTION:
The Statewide Encroachment Permits Team (SWEPT), under the ADOT Broadband Office, has worked with ADOT ITG on two primary options/solutions:

1. Utilize the existing MVD MAX (aka MVD Now) framework to build permitting workflows.

2. Utilize a third-party vendor such as Granicus to create a customized online permitting system.

Project Phases, Timeline, Cost Estimates

Project Phase - Key Activities & Deliverables	FY 2028	FY 2029	FY 2030	FY 2031
Phase 1 initiation ITAC Approval project management plans, and initial subscriptions.	$1,246,400			
Phase 1 milestones completion and Initiation of Phase 2 Owners' representative Integration support.		$1,816,000		
Phase 2 bulk milestones Configuration, testing and training materials.			$1,513,300	
Ongoing subscriptions, sales tax, supplemental support.				$454,600
Totals per Fiscal Year	$1,246,400	$1,816,000	$1,513,300	$454,600

IMPACT OF NOT FUNDING IN THIS YEAR:

The impact of not funding this initiative sustains significant barriers to economic development and limits the State's ability to provide a predictable, modern environment for commercial investment. Without this investment, the following impacts will persist:

- Undermined Economic Competitiveness: Arizona will continue to rely on a manual, outdated permitting process that creates unpredictable project timelines. This lack of certainty discourages business investment and slows the pace at which essential utility, infrastructure, and commercial development projects can break ground.
- Stifled Business Growth: Private industry and contractors will continue to face unnecessary delays, preventing them from effectively managing supply chains and meeting project milestones. This bottleneck directly hinders the ability of local governments and private enterprises to execute critical work that supports population and business growth.
- Reduced Transparency for Arizonans: Residents and business owners will remain without a modern, accessible interface to track permit status, forcing reliance on inefficient, fragmented communication channels rather than providing the real-time transparency and accountability expected of a modern government.
- Risk to Infrastructure Integrity: Continued reliance on legacy, paper-based records limits the state's ability to utilize precision spatial data. This increases the risk of conflicting land-use decisions and hampers the ability to protect State Right-of-Way assets effectively, which ultimately impacts public safety and long-term infrastructure health.

PROMOTING EQUITABLE OUTCOMES

1. How will Arizona be better as a result of this investment?

   The software would allow ADOT to provide real-time data to stakeholders and provide more predictable timelines for Arizona businesses. An online Encroachment Permitting Software (EPS) application would increase operational efficiency and afford an overall cost reduction.

2. How does this funding request impact existing equity gaps for historically underserved, marginalized, or adversely affected groups, positively or negatively?

In compliance with the Federal Highway Administration's (FHWA) and other funders federal nondiscrimination regulations, ADOT adheres to Title VI of the Civil Rights Act of 1964, the Americans with Disabilities Act, On the Job Training (OJT), and Disadvantaged Business Enterprise (DBE) programs.

ADOT provides all public groups, including historically underserved, marginalized, or those adversely affected, the opportunity to participate in the transportation decision making process during any major highway study or project undertaken. The ADOT Public Involvement Plan (PIP) serves as a central resource for ADOT's public involvement practices and procedures to support transportation project planning, programming and delivery, as well as operations and maintenance activities. The PIP outlines the Department's public involvement guidelines to ensure compliance with federal and state laws and regulations.

3. How has the department included voices/feedback in the decision-making process of people that will be directly impacted by the spending plan implementation and the groups that will be targeted? How has this input affected the request?

   The development of ADOT's Five-Year Transportation Program involves extensive public outreach and participation, all of which must be documented. For ADOT, the project approval process includes presentation to the State Transportation Board, followed by one or more Public Hearings, before gaining final approval from the Board. ADOT is required to include voices representative of all of the Arizona residents who live near new, expanded, or rehabilitated infrastructure and who travel it regularly.

OUTCOMES SUPPORTED:
This issue incorporates the Governor's Priorities as shown below:

- infrastructure

This issue also incorporates ADOT's agency business plan strategies as follows:

- develop 3–5-year maintenance and operations plans for the transportation system
- increase opportunities for employees and leaders to advance or enhance their professional careers

PERFORMANCE MEASURES TO QUANTIFY SUCCESS OF THE SOLUTION:
ADOT will measure the success of the solution by tracking the number of days to process a permit and the number of permits that are processed.

STATUTORY REFERENCE: N/A

EQUIPMENT TO BE PURCHASED IF APPLICABLE: N/A

CLASSIFICATION OF POSITIONS: N/A

PROJECT INVESTMENT JUSTIFICATION (PIJ): The draft PIJ (PIJ #) is available upon request.

ANNUALIZATIONS: N/A

ARIZONA
DEPARTMENT OF ADMINISTRATION
ARIZONA STRATEGIC ENTERPRISE TECHNOLOGY

Project Investment Justification

Encroachment Permit System (EPS)

DT26011

Department of Transportation

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1. GENERAL INFORMATION

PIJ ID: DT26011
PIJ Name: Encroachment Permit System (EPS)
Account: Department of Transportation
Business Unit Requesting: Project Delivery and Operations (PDO)
IT Goal: Application Modernization
Sponsor: Matt Moul
Sponsor Title: Project Delivery and Operations (PDO) Director
Sponsor Email: mmoul@azdot.gov
Sponsor Phone: (602) 712-8274

2. BUSINESS JUSTIFICATION

Please describe the specific operational issue or business need that this initiative seeks to address within the Agency.

Encroachment permits are required for any work within the state right of way such as highways, driveways, grading, fence removal or replacement, traffic control, surveying, and geotechnical investigation. Encroachment permits are issued by each of the respective ADOT district offices where the encroachment will be located. The current process for managing encroachment permits is primarily paper based. The application for the required permit is located via an ADOT web page. Once they get the form, the application must be filled out and submit the application with the required supporting documents either by mail, via email to the designated permit email address, or by walking into a district office. Upon receipt, the permit application information is entered into ADOT's existing Permit Database and then routed to appropriate staff within the district for review.

The current reliance on printing, scanning, and physical mail is outdated and it's expensive. A digital solution streamlines the entire lifecycle of a permit. A digital solution empowers businesses with 24/7 service access, ensuring that permit approvals move at the speed of modern commerce rather than the pace of manual processing. A digital solution removes the need for physical storage, manual filing, and the labor-intensive process of scanning documents into legacy databases. It would remove the need for automated Routing. Applications would instantly route to the correct reviewers based on district or permit type, eliminating the transit time of physical folders. By enabling concurrent reviews, the State fosters a more agile business environment, reducing the time from permit submission to project commencement.

The current permit workflow creates unpredictable timelines for Arizona businesses, hindering the ability to launch critical infrastructure and development projects on schedule, and limits the agency's ability to provide real-time data to stakeholders. An online Encroachment Permitting Software (EPS) application would increase operational efficiency and afford an overall cost reduction.

Retaining the current archaic and inefficient database (built in 1990) would continue to add additional staffing hours for permit processing.

Describe the specific benefits that the State and/or the Agency will realize.

Implementing the Encroachment Permits System (EPS) solution for Arizona citizens and workers will provide a more simplified and automated process. An online customer permit application will guide the customer to understand if a permit is needed, and if needed, the system will assist the customer in preparing the permit application by ensuring that they provide all the required documents for the specific permit. On the ADOT processing side, workflow will streamline the business processes and ensure a consistent process is used by all ADOT processing areas.

Benefits to the State:

• Provide for streamlining and consistent processing of encroachment permits.

• There will be cost savings due to the decrease in processing time, along with reducing errors caused by manual processing.

• A modern framework for improving service delivery to the citizens of Arizona.

• An integrated mobile technology to streamline the inspection process that includes capture of geographic location information and images of the permit area including work performed.

• Aligning with the overall ADOT department-wide digital delivery initiative.

• Provides a modern, flexible technology platform to allow ADOT to more easily respond to changes in Federal and State permit requirements.

• Improves communication and supports electronic collaboration with permit applicants.

• Improves sharing of permit information across the enterprise leading to better consistency, quality, timeliness, and accuracy of information.

Describe the proposed solution.

ADOT anticipates fully automating the encroachment permit processes with a next-generation EPS.

EPS will support ADOT's encroachment permits lifecycle from determining if a permit is needed, the permit application, through validation of the

A web-based portal shifts the burden of business hours away from the applicant and the agency for an overall enhanced applicant experience. In addition, applicants can apply from any location, at any time, reducing the need for travel to ADOT district offices and numerous emails. It also provides the benefit of Real-Time Transparency, which provides businesses and contractors with the predictability they need to plan resources, manage supply chains, and meet project milestones. Electronic Signatures and Payments like Docusign and secure online payment gateways finalize permits in minutes, not weeks.

Yet, the most significant leap forward is the integration of Geographic Information Systems (GIS). Among the many benefits, GIS provides spatial accuracy where applicants can drop pins or draw polygons directly on a map to define the encroachment area, ensuring ADOT knows exactly where

work is occurring. Another benefit is that Conflict Detection is built in, since the system can automatically flag if a new permit overlaps with existing utilities, planned construction projects, or restricted right-of-way areas.

To simplify asset management; once a permit is closed, the data can automatically populate ADOT's asset management system, providing a permanent digital record of what lives within the right-of-way. Transitioning to a data-centric system allows the State to identify and remove regulatory hurdles in geographic hot spots directly accelerating economic development across Arizona. This would allow for ADOT leadership to gain access to. Performance Metrics. Average time to approve permits by district or type. Lastly, Volume Tracking. This would allow for Identifying geographic hot spots for utility work or driveway requests and Audit Trails. A complete, unalterable digital history of every comment, revision, and approval for every permit.

Have the appropriate steps been taken to validate that the existing technology documentation is accurate and sufficient to inform the detailed design and implementation plan for the proposed solution?

Yes

Please provide a detailed description of the current technology stack, including hardware, software, network infrastructure, any relevant integrations.

Have the business requirements and any identified technology requirements for this initiative been gathered and finalized?

Yes

Please explain how quantities, timelines, and costs for this project were determined (e.g., number of licenses, required disk capacity, estimated hours for professional services) for the proposed solution.

This information was determined through a review of the project requirements, the current systems and discussion with system end-users.

3. PROCUREMENT METHOD

Please confirm which procurement method was utilized for this project?

Please provide an explanation of the procurement method.

Three Vendor Quotes

Yes

Please provide a detailed explanation and any supporting documentation (e.g., emails for disqualified vendors, sole vendor exception form).

What steps have been taken to guarantee that all work involving access to State of Arizona data remains strictly with U.S. territories and in accordance with all governing contractual conditions?

Does your agency have experience with proposed vendor for a project with similar scope or technology?

Please explain if this is a new vendor for your agency or if they lack proven success with similar situations. This helps us understand potential risks.

Please provide the existing state contract number. If not applicable, enter N/A.

If a staff augmented contractor is being utilized, please provide the hourly rate and the total hours committed to this project.

4. VENDOR INFORMATION

Vendor Name

Vendor Contact Name

Vendor Contact Phone

Vendor Contact Email

5. TECHNOLOGY

Within this proposed solution, are there any components—such as specific software tools, cloud services, or infrastructure—that represent technology that is new or unfamiliar to your agency?

No

Please briefly describe the new/unfamiliar technology and whether your agency has prior experience with it.

Will this project utilize or replace an existing technology solution within your agency?

Yes

Please briefly describe the existing technology that's being replaced and why this new solution is needed (e.g., outdated system, new capabilities required).

Does this project require multiple system interfaces (e.g., APIs, data exchange with other external or application systems/agencies or other internal systems/divisions)

Yes

Please explain multiple system interfaces.

Will the solution require custom development to meet your agency's needs (not just out-of-the-box use)?

Yes

Please provide more information and explain how you plan to sustain the solution long term.

70% based on being able to leverage the workflow engine and payment engine within the MAX platform. The customization will be centered on the specific forms required to collect the application data specific to each permit type.

Does the project require the purchase of hardware equipment?

Does the project require replacing and/or upgrading servers or appliance hardware?

Has a cloud exception form been executed?

Have any compatibility issues been identified between the proposed solution and the existing environment, e.g., upgrade to server needed before new COTS solution can be installed?

No

Describe the issues that were identified and how they have been/will be resolved, or whether an ADOA-ASET representative should contact you.

Does the proposed solution and associated costs include provisions for failover and disaster recovery backup and recovery strategy to ensure a continuous operation in case of an outage?

No

Please explain why not, or what alternative plans are in place.

Has your agency determined that this project is in compliance with all applicable statutes, regulations, policies, standards & procedures (e.g., for network, security, platform, software, data)?

Yes

Please explain project compliance issues.

Will the Project have any AI Components?

Has the tool/platform been approved by the AI Committee Review Process?

6. SECURITY & DATA PRIVACY

Where will the proposed solution be hosted?

Please explain where the proposed solution will be hosted.

Name of Environment

Has FedRAMP or GovRamp security authorization been obtained or initiated?

If applicable, has a System Security Plan (draft or finalized version) been provided to AZDOHA GRC (grc@azdohs.gov)?

Vendor/State Employee Security Contact Name

Vendor/State Employee Security Contact Email

Vendor/State Employee Security Contact Phone

Vendor/State Employee Security Contact Title

Will any Confidential state data as defined in the 8110 Statewide Data Classification Policy be transmitted, stored, or processed within this system?

Describe what security infrastructure/controls are/will be put in place to safeguard this data.

Does this project involve collecting, moving, or changing how your agency manages data?

Describe below what security infrastructure/controls are/will be put in place to safeguard this data.

Please explain the specific mechanisms for how data will be collected, moved, or managed. (For example: Describe any technical processes like ETL (Extract, Transform, Load), data- cleansing steps, or changes to data governance and storage.)

Please provide the name of the individual from your agency who will serve as the Data Owner for this project.

Please provide the email address of the individual from your agency who will serve as the Data Owner for this project.

Does your project utilize a business glossary?

Does your project utilize a Data Dictionary?

Does your project utilize a Data catalog?

Does your project utilize Data Models (Conceptual, Logical, Physical)?

Does your project utilize Data Flow/Data Lineage Diagrams? Please note, this is different from the system flow diagram that is requested as part of the System Security Plan (SSP).

Are other relevant data-related documents or artifacts not listed above that your project utilizes to support its implementation?

Please specify or explain other relevant data-related documents or artifacts.

7. SCHEDULE

Does a comprehensive project plan/schedule exist that clearly outlines the project's scope, objectives, deliverables and key milestones with estimated start/end dates?

Yes

Estimated Start Date

07/03/28

Estimated Finish Date

06/28/30

Milestone / Task	Estimated Start Date	Estimated Finish Date

8. BUDGET & FINANCIALS

Have the estimated ongoing support costs for sustaining the proposed solution over a five-year lifecycle, post implementation, been determined?

Yes

Please Explain

Does the allocated funding for this project include a contingency for potential cost overruns or changes in scope?

No

Base Budget (Available)	Base Budget % of Project	Base Budget Start Date	Base Budget End Date
$5,498,500	100%	07/03/28	06/28/30
APF (Available)	**APF % of Project**	**APF Funds Start Date**	**APF Funds End Date**
	0%		
Grant Funds (Available)	**Grant Funds % of Project**	**Grant Funds Start Date**	**Grant Funds End Date**
	0%		
Federal Funds (Available)	**Federal % of Project**	**Federal Funds Start Date**	**Federal Funds End Date**
	0%		
Other Appropriated (Available)	**Other Appropriated % of Project**	**OAF Start Date**	**OAF End Date**
	0%		
Other Non-Appropriated (Available)	**Other Non-Appropriated % of Project**	**O-NAF Start Date**	**O-NAF End Date**
	0%		

Description	PIJ Category	Cost Type	Fiscal Year Spend	Funding Source	Quantity	Unit Cost	Extended Cost	Tax Rate	Tax	Total Cost
Subscriptions	Software	Development	1	Non-APF	1	$96,848	$96,848	9.1%	$8,813	$105,662
Vendor Implementation Services	Professional & Outside Services	Development	1	Non-APF	1	$914,739	$914,739	0%	$0	$914,739
Project Management	Professional & Outside Services	Development	1	Non-APF	1	$151,040	$151,040	0%	$0	$151,040
Integration Support	Professional &	Development	1		1	$75,000	$75,000	0%	$0	$75,000

	Outside Services			Non-APF						
Subscriptions	Software	Development	2	Non-APF	1	$199,508	$199,508	9.1%	$18,155	$217,663
Vendor Implementation Services	Professional & Outside Services	Development	2	Non-APF	1	$1,252,340	$1,252,340	0%	$0	$1,252,340
Integration Support	Professional & Outside Services	Development	2	Non-APF	1	$100,000	$100,000	0%	$0	$100,000
Project Management	Professional & Outside Services	Development	2	Non-APF	1	$166,032	$166,032	0%	$0	$166,032
Subscriptions	Software	Development	3	Non-APF	1	$328,439	$328,439	9.1%	$29,888	$358,327
Vendor Implementation Services	Professional & Outside Services	Development	3	Non-APF	1	$807,128	$807,128	0%	$0	$807,128
Project Management	Professional & Outside Services	Development	3	Non-APF	1	$164,743	$164,743	0%	$0	$164,743
Integration Support	Professional & Outside Services	Development	3	Non-APF	1	$100,000	$100,000	0%	$0	$100,000
Subscriptions	Software	Operational	4	Non-APF	1	$338,292	$338,292	9.1%	$30,785	$369,077
Supplemental Support	Professional & Outside Services	Operational	4	Non-APF	1	$85,509	$85,509	0%	$0	$85,509
Supplemental Support	Professional & Outside Services	Development	2	Non-APF	1	$80,000	$80,000	0%	$0	$80,000
Supplemental Support	Professional & Outside Services	Development	3	Non-APF	1	$83,018	$83,018	0%	$0	$83,018
Subscriptions	Software	Operational	5	Non-APF	1	$348,441	$348,441	9.1%	$31,708	$380,149
Supplemental Support	Professional & Outside	Operational	5	Non-APF	1	$88,074	$88,074	0%	$0	$88,074

	Services									

9. POTENTIAL IMPACT

Are there resource availability conflicts (e.g., skilled staff, cloud capacity) impacting project delivery or optimization?

No

Resource Conflicts Explanation

Does the schedule depend on other projects, procurements, or critical external system readiness?

No

Schedule Dependencies Explanation

Will implementation involve significant changes to user interface, functionality, or workflow?

Yes

UI Changes Explanation

Will the solution change public-facing applications, APIs, or data access?

Yes

Public Facing Explanation

Which main technology area does this project primarily involve?

Software

In simple terms, please describe how this project will impact or change your agency's technology, systems, or services.

10. PROJECT

What formal project management methodology (e.g., Agile, Waterfall, Hybrid) does your agency employ for IT projects?

Clearly describe & define the roles, responsibilities, and accountability for the Agency, all external vendors, and any third-party stakeholders.

How does this project explicitly align with and contribute to your agency's current IT Strategic Plan and the state's broader IT modernization roadmap (e.g., cloud-first, AI initiatives)?

Project Manager Name

Project Manager Email

itgpdo@azdot.gov

Will the Project Manager be filling out the Status Reporting?

No

This is the name of the individual responsible for submitting status reports.

Sebastian Avalos

This is the email address for the individual responsible for submitting status reports.

itgpdo@azdot.gov

Risk Number	Name	Status	Description	Probability	Impact	Date Opened	Date Mitigated	Date Closed	Mitigation Plan

11. PROJECT SUCCESS

Please provide at least one quantifiable key performance indicator (KPI) to measure overall project success and the results or impact of the business activity in terms of generated benefits (e.g., increased productivity, improved customer service, etc.). This should include a current baseline. An example of a KPI would be: *Increase customer satisfaction from 5% to 10%, 30 days after project close.*

Please confirm the Responsible Owner for the KPI. This person will be responsible for providing KPI metrics after project implementation.

Responsible Owner Email

12. PIJ REVIEWERS

Agency Project Sponsor

Matt Moul

Agency Project Sponsor Email

Agency Project Sponsor Approval Date

Agency CIO (or designee)

Steve West

Agency CIO (or designee) Email

swest@azdot.gov

Agency CIO (or designee) Approval Date

{{PIJ_SUBMISSION_AGENCY_CIO_APPROVAL_DATE} \@ MM/dd/yy }

Agency ISO (or designee)

Thomas Branham

Agency ISO (or designee) Email

tbranham@azdot.gov

Agency ISO (or designee) Approval Date

Agency CFO (or Financial Designee)

Jacob Gable

Agency CFO (or Financial Designee) Email

jgable@azdot.gov

Agency CFO (or Financial Designee) Approval Date

Agency SPO Representative

Agency SPO Representative Email

Agency SPO Representative

Arizona Department of Transportation

FY 2028 Decision Package

Title: Agency Software Support

Priority: 9

FTE: 0; **Request:** $798,900

Fund Source:
State Highway Fund – Operating Lump Sum (DT2030/DT58000) $798,900

SUMMARY:
The Arizona Department of Transportation's (ADOT) Information Technology Group (ITG) is requesting ongoing funding in the amount of $798,900 to support all aspects of ADOT's mission, "We provide highway infrastructure and transportation services". Software is integral to providing safe highways to Arizonans and supports the ongoing operations of ADOT. If unfunded, several critical ADOT traffic operations will be impacted, including: 1) emergency notifications to the public, 2) hazard mitigation response by responsible law enforcement (crashes, disabled vehicles, and debris), and 3) ADOT infrastructure maintenance, inspection, notification and repair.

BACKGROUND:
ITG manages the majority of ADOT's software, including critical safety systems such as traffic signals, roadway alerts, and wrong-way driver notices. ADOT is committed to maximizing the value and efficiency of its IT software investments and, to this end, ITG prioritizes negotiating discounts to lower costs.

Despite these efforts and the legislature's approval of an additional $1,713,500 in FY 2026 to combat escalating software expenses, ADOT currently projects a $798,900 shortfall for FY 2028 due to ongoing cost increases. Many factors contribute to this shortfall, including contracts with built-in annual cost increases, mandated software version upgrades, vendor licensing model changes, increases in the number of licenses, changing business needs, and the overall rising cost of software. Although this software is required for ADOT's core operations, the agency cannot reallocate this additional increase from its existing base budget without endangering core services.

This financial pressure is reflected in the fact that ADOT currently allocates $8,303,500 for software costs, which are anticipated to rise to $9,102,400 by FY 2027—9.6% above the funded base. In May of 2025, Gartner Research, a leading IT research and consulting firm, released an insight on the rising cost of IT services for government's nationwide and how governments should handle these increases. This projected 9.6% gap is consistent with Gartner's 2025 findings, which show that while state and local governments expect an average budget increase of 5.4% annually, significant price increases from major IT vendors and increasing operational expenses continue to put these budgets under intense scrutiny.

Gartner emphasizes that failing to address these underlying requirements through explicit funding often results in these costs returning in future periods, necessitating proactive investment to maintain service levels and address technical debt (Gartner, 2025).

A significant driver of recurring, increasing costs is ADOT's adoption of the statewide Cloud First policy (P1100), initially adopted in July 2019 and revised in September 2023. This policy prioritizes Software as a Service (SaaS) for IT modernization projects, resulting in ADOT moving from an on-premise (physical servers as opposed to AWS cloud storage) model to a subscription-based SaaS model that creates a recurring, increasing annual subscription cost.

ITG maintains strong governance by engaging with the Arizona Department of Administration (ADOA) Information Technology Service Management (ITSM) and Application Portfolio Management teams to remain informed of statewide technology strategies and pricing. ADOT ITG utilizes statewide contracts and master agreements for 92% of software renewals, with the few ADOT contracts reserved for unique, ADOT-specific applications such as computer-aided design (CAD), geographic information systems (GIS), and the public-facing AZ511 road advisory system. Furthermore, requests for new software must be justified by specific business needs and are reviewed by the ITG Technology Risk Committee. This committee provides strategic oversight to ensure alignment and compliance with IT governance and standards, minimizing duplicative software and avoiding unnecessary costs. ITG continually searches for ways to maximize the current software budget by negotiating contracts or finding equivalent alternatives. Keeping up with the rapid advancements of technology is imperative to maximize effectiveness and ensure security for ADOT as a whole.

OPTIONS CONSIDERED AND REASONS FOR REJECTION:
Option 1: The take-no-action alternative was considered and rejected. It would force ITG to take inventory of upcoming renewals and come up with $798,900 worth of software to go without, which could create a hazardous situation for the traveling public or leave ADOT unable to complete aspects of its core mission.

Option 2: A second alternative of requesting an extension of software renewal dates into FY 2029 was considered and rejected. This pushes the issue into future years, creates a larger financial gap in the year in which the issue is addressed, and does not solve the problem.

Option 3: A third alternative of reallocating the PC refresh hardware budget to cover the $798,900 software shortfall was considered and rejected. ADOT has allocated funds for PCs to be replaced every five years, and diverting this budget would prevent the replacement of essential hardware at the end of its lifecycle, initiating a cycle of deferring needed IT hardware alongside the existing software funding issue.

RECOMMENDED OPTION:
ADOT is requesting ongoing funding of $798,900 to address the shortfall in its annual software budget. Approving this request will allow ITG to renew licensing and support for mission-critical software. As software costs continue to rise, ADOT anticipates continuing to submit this issue as an annual baseline issue.

FY 2028 ITG Software Budget	
Base Budget	$8,303,500
Estimated Cost*	$9,102,400
Request Amount	$798,900

*Exhibit 1 outlines projected software renewal costs.

IMPACT OF NOT FUNDING IN THIS YEAR:
ITG will need to triage the software that ADOT is currently utilizing, which could result in non-renewal of software licensing that supports agency mission-critical applications and activities. These activities include accounts payable, cybersecurity, crash data reporting, emergency notifications to the public and responsible law enforcement response for hazard mitigation (crashes, disabled vehicles, and debris) as well as ADOT infrastructure maintenance, inspection, notification and repair. Non-renewal of software could result in inaccurate datasets utilized for required federal reporting, which could put federal highway funding in jeopardy.

ADOT has a number of IT projects in its queue to optimize its operations. When software prices increase, it reduces the number of new projects that ADOT is able to complete. ADOT has also allocated funds so that PCs can be replaced every five years. As software costs rise, ADOT will be unable to replace all PCs at the end of their lifecycle. Without additional funding, this cycle of deferring needed IT software and hardware will begin again.

PROMOTING EQUITABLE OUTCOMES

1. How will Arizona be better as a result of this investment?

   This funding maintains uninterrupted operation of the mission-critical software that supports emergency notifications to the public, hazard mitigation response by law enforcement for crashes, disabled vehicles, and debris, and ongoing infrastructure maintenance, inspection, and repair. It also protects the accuracy of datasets used for required federal reporting, preventing risk to federal highway funding, and directly supports ADOT's goal of reducing fatalities and serious injuries 20% by June 2029.

2. How does this funding request impact existing equity gaps for historically underserved, marginalized, or adversely affected groups, positively or negatively?

   This is an internal software licensing request supporting statewide traffic safety and infrastructure systems; it does not target a specific population. Its equity effect is broad and positive: emergency notifications, wrong-way driver alerts, and hazard mitigation systems benefit all users of Arizona's highway system, including rural and underserved communities that may have fewer alternative sources of real-time roadway information. Failure to fund this request risks the reliability of these systems for the communities that depend on them most.

3. How has the department included voices/feedback in the decision-making process of people that will be directly impacted by the spending plan implementation and the groups that will be targeted? How has this input affected the request?

   Some potential approaches include surveying affected constituents, consulting existing agency advisory groups, meeting with advocacy organizations that represent the affected

population(s), asking front-line staff for feedback from clients second-hand, revisiting previous surveys, etc. Stakeholder input occurs through ITG's standard governance process: all new and renewed software must be justified by specific business needs and reviewed by the ITG Technology Risk Committee, and ITG coordinates with ADOA's ITSM and Application Portfolio Management teams to align with statewide technology strategy and pricing. This governance process identified the mission-critical software renewals included in this request.

OUTCOMES SUPPORTED:
This issue incorporates the Governor's Priorities as shown below:

- affordable and thriving economy
- infrastructure

This issue also incorporates ADOT's agency business plan strategies as follows:

Reduce Fatalities and Serious Injuries 20% by June 2029 (Outcome 1): Funding is required to renew licensing for mission-critical software that enables emergency notifications to the public and supports hazard mitigation response by law enforcement for incidents like crashes and disabled vehicles.

PERFORMANCE MEASURES TO QUANTIFY SUCCESS OF THE SOLUTION:

The success of this solution will be tracked with the following performance measures:

- **Software Renewal Success Rate:** Maintain 100% renewal and support for mission-critical software licensing, tracked via the **Software Ticket Health Metric**.
- **Critical Systems Uptime:** Maintain a minimum of 99.9% uptime for software systems essential to ADOT operations, including emergency notifications, crash data reporting, and infrastructure maintenance.
- **Federal Funding Compliance:** Maintain zero instances of jeopardized federal highway funding due to non-renewal of software licenses and resulting inaccurate datasets utilized for required federal reporting.
- **Hardware Refresh Cycle Preservation:** Avoid the reallocation of PC refresh hardware budget, ensuring the five-year replacement lifecycle for essential hardware is maintained.

STATUTORY REFERENCE (N/A if not applicable to issue):
A.R.S. §28-332, Department of Transportation jurisdiction, duties
§28-670, Accident report analysis
§28-369, Law Enforcement Powers: ports of entry; violations, classification.

EQUIPMENT TO BE PURCHASED IF APPLICABLE: N/A

CLASSIFICATION OF POSITIONS: N/A

PROJECT INVESTMENT JUSTIFICATION (PIJ): N/A
ANNUALIZATIONS: N/A

REFERENCE:
Hayes, B., & Rivera, R. (2025, May 20). Strategically optimize IT cost in government. Gartner.

Exhibit 1

Item	FY 2026	FY 2027	FY 2028	Software Description
Adobe	$314,800	$324,200	$334,000	A collective set of applications to assist with creation, edit, organization, and sharing of projects or documentation
Atlassian	$16,600	$18,200	$20,100	A series of tools to assist in project management
AZ511	$477,900	$487,500	$497,200	Provides the latest information on conditions along the state highway system
Azure Overages	$13,100	$13,900	$14,800	Additional charges incurred for exceeding allocated Microsoft Azure cloud computing resources or services.
Bentley	$854,700	$965,800	$1,091,300	A series of applications for design, construction, and operation of infrastructure including computer-aided design (CADD), graphic design and strategic planning
Cameleon	$182,000	$187,400	$193,100	Software platform for transportation monitoring and management that allows for the control of Intelligent Transportation System-specific devices
Citrix	$436,500	$467,600	$500,400	Monitors server health and allocates network and application traffic to additional servers for efficient use of resources
Cloudability	$70,000	$73,500	$77,200	Cloud cost management and optimization platform used to monitor, allocate, and analyze cloud spend.
Cognos	$73,800	$81,900	$90,900	Business intelligence performance management tool for IBM that allows technical analysis
Databank	$470,400	$496,600	$526,400	Organize, manage and optimize critical content originating across an organization, providing users with a complete view of the information
Devolutions	$7,500	$7,800	$8,000	Remote access and enterprise password management solutions
Docusign	$325,000	$333,500	$343,600	A tool designed for official document signing
ESRI	$972,500	$1,001,700	$1,001,700	A system that creates, manages, analyzes, and maps all types of data
FME Enterprise	$44,000	$45,400	$47,000	Data integration platform used to connect, transform, and automate data workflows across various systems and formats.
Hyland	$18,500	$22,000	$26,300	Enterprise content management (ECM) and process automation software platform.

Item	FY 2026	FY 2027	FY 2028	Software Description
Lansweeper	$37,900	$43,400	$49,900	IT Asset management solution that provides network discovery
Lucid	$77,200	$79,500	$82,000	Web-based diagramming application that allows customers to collaborate and work together (Alternative to Visio)
MS EA	$1,729,400	$1,822,000	$1,822,000	A volume Microsoft licensing package for organizations with 500 or more users or devices
MS Support	$342,500	$393,800	$452,900	Professional support offers complete, end-to-end managed support across the full Microsoft platform.
NEC DL	$359,700	$377,700	$396,500	Automated system for matching of latent fingerprints in criminal investigations
Nessus	$25,300	$26,100	$27,000	Scans for security vulnerabilities in devices, applications, operating systems, cloud services and other network resources
Netcloud CradlePoint	$8,400	$9,000	$10,000	NetCloud simplifies network management by making it easy to understand and apply licenses, identify and push out software updates, upgrade software feature sets, amass education tools, and connect with other customers
Netmotion	$27,000	$27,500	$28,100	Secures connections and data, and enhances and optimizes network connectivity to ensure business-critical applications are always accessible
Palo Alto Support	$319,700	$320,400	$321,400	Licensing and professional support for Palo Alto firewall devices that monitors traffic to and from the ADOT network. It allows or blocks traffic based on a defined set of security rules.
Powerbuilder (Appeon)	$2,800	$3,000	$3,100	Enterprise development tool that allows you to build many types of applications and components
RightFax	$54,800	$57,000	$59,300	Digital faxing solution
Ruckus	$7,900	$8,000	$9,000	AI-driven network assurance, service delivery and business intelligence platform
Sharefile/Netscalers	$23,300	$24,000	$25,000	Secure content collaboration, file sharing and sync software that supports all the document-centric tasks and workflow needs
Smartsheet	$12,000	$12,500	$13,000	Single project end-to-end work management application
Solarwinds	$135,000	$139,100	$143,400	Provides automated network discovery services such as port scanners, switching of

Item	FY 2026	FY 2027	FY 2028	Software Description
				portmapper, IP network browsers, and many more
Spillman	$261,500	$265,300	$283,500	Spillman provides integrated law enforcement dispatch software and CAD mapping solutions.
Cornerstone	$103,600	$107,000	$110,000	Learning Management software
Tableau	$137,000	$145,000	$153,100	A visual analytics platform transforming data to solve problems
TreeSize Pro	$300	$300	$300	Hard disk space manager for Windows with customizable file search and several exporting and reporting possibilities.
Trello	$7,600	$7,600	$7,700	A visual tool that empowers a team to manage any type of project
Vandyke	$200	$200	$200	Secure access software for remote access, remote administration and file transfer
Various Pcard Domains	$2,100	$4,000	$6,000	Miscellaneous domain name registrations or renewals purchased via a Pcard.
VMware	$255,200	$262,800	$270,700	Virtualization and cloud computing software
Workfront	$40,000	$44,000	$47,800	Enterprise work management and project portfolio management software used to connect work to strategy.
Zoho	$8,300	$8,300	$8,500	IT asset management system
Grand Total	**$8,256,000**	**$8,714,500**	**$9,102,400**	

Arizona Department of Transportation

FY 2028 Decision Package

Title: Driver License and ID Volume Increase

Priority: 10

FTE: 0; **Request:** $544,000

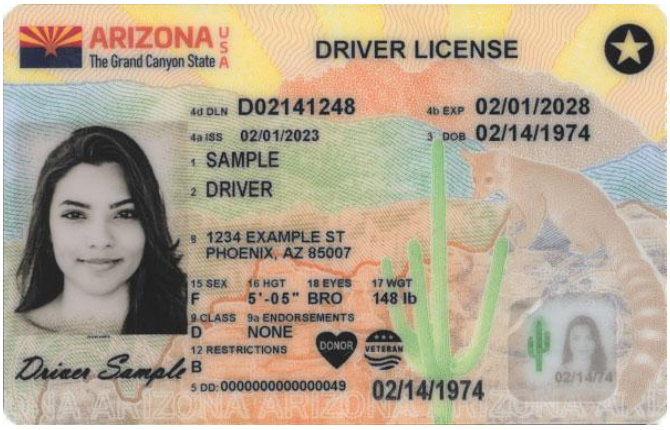
Fund Source:
State Highway Fund – Operating Lump Sum (DT2030/DT58000) $544,000

SUMMARY:
The Arizona Department of Transportation's (ADOT) Motor Vehicle Division (MVD) issues driver licenses and identification cards. As the volume of credentials changes due to population changes, there is no mechanism in place to automatically adjust the operating budget appropriation to reflect the production cost. This is an ongoing baseline issue that is revisited annually and MVD is requesting ongoing funds in the amount of $544,000 to support the ADOT mission.

BACKGROUND:
ADOT's MVD issues driver licenses and identification cards. Customers pay a fee for driver licenses. As the volume of driver licenses increases there is no mechanism to automatically increase the operating budget appropriation to fund the increased cost.

Driver licenses and identification cards are produced on contract by a vendor and mailed directly to the customer. While the customer pays a fee for the credential upon completion of an application, the revenue from the fees goes to the Highway User Revenue Fund, which is distributed to municipalities as well as the State Highway Fund (SHF), from which ADOT's operating budget is appropriated by the legislature.

The volume of credentials issued generally increases each year, but ADOT's operating budget does not automatically increase to account for the additional volume and associated costs. In FY 2024, total credential volume was 1,824,958 as the state returned to pre-pandemic levels of credential production. In FY 2025, demand for credentials continued to exceed expectations with a total issuance volume of 2,330,458 credentials for the year. The increase in volume is primarily attributable to



increased demand for Travel IDs, as federal enforcement of the REAL ID Act of 2005 began on May 7, 2025. In the months leading up to the start of enforcement, Travel ID issuance numbers surged, while non-Travel ID credential volume remained steady. In FY 2025, the Department funded the increase in credential volume by offsetting some cloud computing costs associated with operating the MVD system of record with one-time funding made available through its authorized third-party electronic service partner contract.

In FY 2026 ADOT produced 2,068,935 credentials. This is significantly lower than the FY 2025 total because there was no surge in the latter months of FY 2026 with no cause like the Real ID deadline from FY 2025. In FY 2026, MVD paid $1.76 for each Driver License and ID card. This is made up of $1.06 for Driver Licenses and ID cards (including 9.1% tax) and $0.79 for postage.

From FY 2026 to FY 2027, ADOT anticipates a 1.4% increase in credential volume due to population growth, resulting in approximately 2,097,900 credentials. Following projected population growth through FY 2027, ADOT anticipates a 1.4% increase in credential volume from FY 2027 to FY 2028, resulting in 2,127,300 credentials.

OPTIONS CONSIDERED AND REASONS FOR REJECTION:
Failure to request additional funding would mean the agency would have to reallocate existing funds for MVD services to fund these costs. This alternative would negatively impact MVD's concerted efforts to achieve two of its key objectives, improve its end-to-end customer experience and improve financial health.

RECOMMENDED OPTION:
ADOT requests an increase of $544,000 from the State Highway Fund in FY 2028. The increase in cost is due to increasing volume as well as an increase in the first-class postage rate.

	Card with sales taxes	**Postage**	**Average Cost[1]**	**Driver Licenses**	**Total Driver License Cost**
FY 2024 Actual	$1.05	$0.54	$1.59	1,824,958	$2,907,900
FY 2025 Actual	$1.05	$0.54	$1.59	2,330,458	$3,705,400
FY 2026 Actual	$1.06	$0.70	$1.76	2,068,935	$3,681,100
FY 2027 Estimate	$1.06	$0.79	$1.85	2,097,900	$3,871,600
FY 2028 Estimate	$1.06	$0.79	$1.85	2,127,300	$3,925,900

FY 2028 Estimate	$3,925,900
FY 2027 Base Funding [2]	$3,381,900
FY 2028 Driver License Adjustment	$544,000

[1]All cost figures are rounded to the nearest whole cent.
[2] FY 2026 Base Funding ($2,995,800) + FY 2027 Budget Issue ($386,100) = FY 2027 Base Funding of $3,381,900.

IMPACT OF NOT FUNDING IN THIS YEAR:
ADOT must issue driver licenses. If the issue is not funded ADOT would be forced to reallocate existing base funding for MVD services to fund these costs. No funding exists to pay for these costs within existing fund sources.

PROMOTING EQUITABLE OUTCOMES

1. How will Arizona be better as a result of this investment?

   Driver licenses are important for individual citizens and public safety. Arizonans must have a driver license to operate a motor vehicle. An Arizona driver license or identification card is used as proof of identification for job opportunities, emergency situations, accessing services, and now with Travel ID, for domestic air travel. Driver licenses and identification cards are essential to a thriving Arizona economy. This investment allows ADOT to maintain current MVD services with the growing demand through population change.

2. How does this funding request impact existing equity gaps for historically underserved, marginalized, or adversely affected groups, positively or negatively?

   All Arizona citizens require valid credentials to drive, obtain employment, vote, and perform other critical activities. This funding ensures the availability of credentials for all legal residents of the State, regardless of any variable that may affect their access to other opportunities or services.

3. How has the department included voices/feedback in the decision-making process of people that will be directly impacted by the spending plan implementation and the groups that will be targeted? How has this input affected the request?

   This is not applicable as regulations regarding credentials are established by the legislature.

OUTCOMES SUPPORTED:
This issue incorporates the Governor's Priorities as shown below:

- affordable and thriving economy

This issue also incorporates ADOT's agency business plan strategies as follows:

- Increase Motor Vehicle Division capacity to serve customers

PERFORMANCE MEASURES TO QUANTIFY SUCCESS OF THE SOLUTION:

- Customer-wait time in MVD offices.
- Number and percent increase in the number of driver licenses issued.

STATUTORY REFERENCE (N/A if not applicable to issue):
A.R.S § 28-3151: Driver license requirement.
A.R.S § 28-3175: Driver licenses, non-operating identification licenses, use for boarding aircraft, accessing restricted areas, rules.

EQUIPMENT TO BE PURCHASED IF APPLICABLE:
N/A

CLASSIFICATION OF POSITIONS:
N/A

PROJECT INVESTMENT JUSTIFICATION (PIJ):
N/A

ANNUALIZATIONS:
N/A

Arizona Department of Transportation

FY 2028 Decision Package

Title: License Plate Volume Increase

Priority: 11

FTE: 0; **Request:** $59,200

Fund Source:

State Highway Fund – Operating Lump Sum (DT2030/DT58000)	$59,200

SUMMARY:

The Arizona Department of Transportation's (ADOT) Motor Vehicle Division (MVD) is requesting an ongoing funding adjustment of $59,200 for license plate production in FY 2028. Plates are produced by the Department of Corrections' Arizona Correctional Industries (ACI) program. ADOT submits an annual ongoing baseline budget issue to address volume and cost changes in license plate production.

BACKGROUND:

ADOT's MVD issues license plates and customers pay a fee for the license plates. As the volume of license plates issued grows, there is no mechanism to automatically increase the operating budget appropriation to fund the increased cost.

License plates are produced by the Department of Corrections', Rehabilitation & Reentry's ACI program. Over the course of the last few years, ACI has been in the process of replacing its production equipment with a modern solution. As of FY 2025, the modern production environment is in place. The old production environment remains in place as a backup. In the new production environment, the price of 12-inch plates is $2.75 and the cost for 7-inch plates is $1.50. Due to the mix of 12-inch and 6- inch plates, ADOT anticipates the blended per plate cost for FY 2027 and FY 2028 to be $2.68.

ADOT produced 1,962,808 plates in FY 2025. Overall plates produced in FY 2026 totaled 1,945,929 compared to the original forecast of approximately 1,925,104 plates to be produced by the end of FY 2026. Atypical production of preprinted license plates to be kept in stock for third party operators occurs throughout the year and results in increased production outside of the usual monthly volume. MVD received a large order at the end of FY 2026 and anticipates another one in late FY 2027. ADOT anticipates production levels to increase until the first half of FY 2027 and moderately increase through FY 2028. ADOT estimates plate issuance totals of 2,012,900 in FY 2027 and 2,041,100 in FY 2028.

The table below shows the counts of plates produced by size from FY 2022 through FY 2028 estimated amounts.

Plate Production Counts By Size							
	FY 2022	**FY 2023**	**FY 2024**	**FY 2025**	**FY 2026**	**FY 2027 (est.)**	**FY 2028 (est.)**
12-inch plates	1,750,160	1,675,935	1,764,226	1,814,041	1,794,567	1,858,366	1,888,099
7-inch plates	173,314	172,369	160,718	148,767	151,362	158,496	161,032
Total	**1,923,474**	**1,848,304**	**1,924,944**	**1,962,808**	**1,945,929**	**2,012,900**	**2,041,100**

OPTIONS CONSIDERED AND REASONS FOR REJECTION:
Failure to request additional funding would mean the agency would have to reallocate existing funds for MVD services to fund these costs. This alternative would negatively impact MVD's concerted efforts to achieve two of its key objectives, improve its end-to-end customer experience and improve financial health.

RECOMMENDED OPTION:
ADOT requests an increase of $59,200 for FY 2028 over the FY 2027 base operating budget to the State Highway Fund operating lump sum appropriation to cover the cost of increased license plate volume.

	Plates	**Average Cost**	**Fulfillment**	**Total Plate Cost**	**Total Expenditures**
FY 2022 Actual	1,923,451	$2.19	$0.95	$3.14	6,039,636
FY 2023 Actual	1,848,304	$2.23	$0.95	$3.18	5,877,607
FY 2024 Actual	1,924,944	$2.68	$0.95	$3.63	6,987,547
FY 2025 Actual	1,962,808	$2.68	$0.95	$3.63	7,124,993
FY 2026 Actual	1,945,929	$2.68	$0.95	$3.63	7,063,700
FY 2027 Estimated Amount	2,012,900	$2.68	$0.95	$3.63	7,306,800
FY 2028 Estimated Amount	2,041,100	$2.68	$0.95	$3.63	7,409,200

The projected number of plates issued in FY 2028 (2,041,100) will cost $7,409,200. This is $59,200 greater than the funded amount available in the FY 2027 base.

FY 2028 Estimated License Plate Expenditure Estimate	$7,409,200
FY 2027 Base Funding[1]	$7,350,000
FY 2028 License Plate Request	$59,200

[1] FY 2026 Base Funding ($7,212,900) + FY 2027 Budget Issue ($137,100) = FY 2027 Base Funding of $7,350,000.

IMPACT OF NOT FUNDING IN THIS YEAR:
ADOT must issue license plates. If the issue is not funded, ADOT would be forced to reallocate existing base funding for MVD services to fund these costs. No other funding exists to pay for these costs within existing fund sources.

PROMOTING EQUITABLE OUTCOMES

1. How will Arizona be better as a result of this investment?

   License plates are crucial for vehicle identification and public safety. Under statute, all motor vehicles, motorcycles, trailers, and semitrailers must display a license plate on the rear of the vehicle. The issuance of license plates is essential to a healthy Arizona economy allowing for the movement of goods, services, trade, and the mobility of Arizonans themselves. This investment allows ADOT to maintain current MVD services with the growing license plate demand.

2. How does this funding request impact existing equity gaps for historically underserved, marginalized, or adversely affected groups, positively or negatively?

   All cars registered in Arizona require MVD-issued license plates, regardless of the value of the vehicle. Maintaining appropriate funding to produce plates in compliance with State law is part of ADOT's core mission.

3. How has the department included voices/feedback in the decision-making process of people that will be directly impacted by the spending plan implementation and the groups that will be targeted? How has this input affected the request?

   This is not applicable as regulations regarding plates are established by the legislature.

OUTCOMES SUPPORTED:
This issue incorporates the Governor's Priorities as shown below:

- Affordable and thriving economy

This issue also incorporates ADOT's agency business plan strategies as follows:

- Increase Motor Vehicle Division capacity to serve customers

This issue also incorporates ADOT's agency business plan strategies as follows:

- increase Motor Vehicle Division / Enforcement and Compliance Division capacity to serve customers

PERFORMANCE MEASURES TO QUANTIFY SUCCESS OF THE SOLUTION:

- Customer-wait time in MVD offices.
- Number and percent increase in the number of license plates issued.

STATUTORY REFERENCE (N/A if not applicable to issue):
A.R.S. § 28-2351: License plate provided, design.

EQUIPMENT TO BE PURCHASED IF APPLICABLE:
N/A

CLASSIFICATION OF POSITIONS:
N/A

PROJECT INVESTMENT JUSTIFICATION (PIJ):
N/A

ANNUALIZATIONS:
N/A

Arizona Department of Transportation

FY 2028 Decision Package

Title: Grand Canyon National Park Airport

Priority: 12

FTE: 0; **Request:** $552,600

Fund Source:
State Aviation Fund – Operating Lump Sum (DT2005/DT58000) $552,600

SUMMARY:
The Grand Canyon National Park Airport (GCNPA) is the gateway to one of the seven natural wonders of the world and an employer for the Grand Canyon region. The Airport is requesting $552,600 in ongoing funding. If GCNPA standards slip, the economic impact to local small businesses and public safety would be devastating. This budget request allows GCNPA to meet federal obligations, ensure the safety of employees and the region, keeping the Airport a safe, professional, and reliable transportation asset for the region. Obtaining this funding is critical to qualify for the 5-year Federal Aviation Administration (FAA) grant program.

BACKGROUND:
The Grand Canyon National Park Airport (GCNPA) is operationally funded through the State Aviation Fund (SAF). GCNPA is a State owned and Arizona Department of Transportation (ADOT) operated airport in the National Plan of Integrated Airport Systems (NPIAS). NPIAS airports are obligated by the Federal Aviation Administration (FAA) and GCNPA maintains a 14 CFR Part 139 Certificate which certifies the airport to serve scheduled and unscheduled air carrier aircraft, ensuring safety through strict operational standards. GCNPA is required to comply with detailed standards covering safety, firefighting, wildlife hazard management, and pavement maintenance, all of which require operational budget management to remain in compliance.

The Airport serves as the base for sightseeing flights, supporting airplane and helicopter tours for the hundreds of thousands of annual Grand Canyon visitors. This attraction generates revenues for

operators but also nearby hotels, restaurants, gift shops, and other businesses in Tusayan and Grand Canyon Village. The GCNPA helps to bring tourism profits for the Arizona economy with minimal financial support.

The GCNPA has not received an operating budget increase since 2018. ADOT received one-time funding of $466,000 for FY 2018 and $201,000 in ongoing funding to address safety issues, improve airport maintenance, and enhance passenger arrival monitoring and revenue collection.

In 2017, the GCNPA lost $1.5 million per year of FAA federal funding following Vision Airlines going out of business. Vision Airlines maintained regularly scheduled flights. To qualify for FAA federal funding, an airport must have regularly scheduled flights. When Vision Airlines ceased operations, the Airport no longer qualified for the FAA federal funding with the loss of regularly scheduled flights. It is a long-term goal of the airport to attract commercial services once more and qualify for additional federal funding.

The GCNPA sustained and supplemented its operations using federal grants that are no longer available. With federal grant funding now expired, GCNPA is fiscally limited in maintenance and upkeep to meet baseline federal requirements. Infrastructure and equipment will expectedly depreciate but with routine maintenance the useful life cycle will be extended. Maintaining infrastructure and equipment displays fiscal responsibility by prolonging the financial strain of having to replace it. This also enables fiscal planning and preparation for larger one-time CIP requests when replacement becomes imminent. This budget request is necessary to transition these essential operations into a sustainable funding model, ensuring GCNPA maintains basic emergency preparedness, required by the FAA Part 139[1] certification.

Located a mile from the South Rim entrance of the Grand Canyon, the GCNPA remains a vital economic engine for this rural and tourism community. Even with the loss of a scheduled commercial airline service, the GCNPA remains a key hub for tourism, emergency services, and aviation businesses in the area.

The GCNPA supports medical evacuations, search and rescue missions, firefighting aircraft for catastrophes such as the 2025 Dragon Bravo Fire, and law enforcement operations. The Airport contributes to these services, keeping visitors and residents safe, keeping the region attractive to visit leading to continued economic growth.

The cost of contractual services, utilities, equipment, materials, and supplies have increased significantly since 2018. This has impacted GCNPA's ability to ensure public safety and operational safety of the flying community. GCNPA utilizes aviation specific software to operate the airport, and the costs associated with enhancements and maintenance of the software have steadily increased as well. Because GCNPA is committed to sustaining its role as employer and economic partner, this funding request is essential, ensuring the airport can continue to serve the aviation industry, tourism, and the local workforce safely and effectively.

[1] Under 14 CFR Part 139, Certification of Airports (Part 139), the FAA issues Airport Operating Certificates to allow airport operators to serve the following air carrier passenger operations: Scheduled passenger-carrying operations of an air carrier operating aircraft with more than 9 seats (with some exceptions for airports in the State of Alaska); and unscheduled passenger-carrying operations of an air carrier operating aircraft with at least 31 passenger seats.

OPTIONS CONSIDERED AND REASONS FOR REJECTION:

No additional funding. Work with current budget.

If an operational budget increase is not approved, GCNPA will be limited in the quantity of operational materials and supplies that can be purchased annually, maintenance and modernization of life safety and operational apparatus and equipment, and infrastructure maintenance projects that can be financially completed. These concerns directly impact GCNPA's ability to maintain its FAA Part 139[2] certification. GCNPA is at risk of non-compliance in the airport maintenance areas if funding is not increased so that budgets align with market costs for supplies and services.

Without additional funding the following items are impacted:

Public Safety: The GCNPA will be forced to limit the purchase of essential operational materials and defer the upkeep of life-safety apparatus. This is a real safety risk for the pilots, passengers, and people living in the community. Airport higher priority purchases include regulatory (FAA Part 139[2]) requirements, personal protective equipment and safe operating equipment for airport staff, life safety purchases (de-commissioning hazardous Aqueous Film Forming Foam and conversion to P3 Foam, stocking EMS supplies to the level of a mass-casualty incident). The Airport has limited the purchase of routine maintenance supplies and services, allowing the airport infrastructure to depreciate to values that hinder maintenance eligibility and now require reconstruction/replacement.

This airport is a source of public safety in the rural area, including the highly specialized roles held by the fire and rescue teams. GCNPA is crucial when it comes to responding to local emergencies. To keep this community safe, GCNPA must fund a robust emergency response training program that ensures that firefighters remain highly qualified and proficient. It is already difficult to attract and keep skilled professionals in a rural setting; if GCNPA cannot provide a stable, well-supported environment, GCNPA risk losing the frontline responders who protect both GCNPA residents and the millions of visitors who come to see the Grand Canyon. Implementing Wildland Fire Response Training and equipment is a critical priority for the GCNPA and the Grand Canyon region. The geographic location presents high environmental risks, as evidenced by the recent Dragon Bravo fire. During that incident, GCNPA personnel were unable to provide operational support due to a lack of necessary certifications, highlighting a vital gap in GCNPA current response and mutual aid capabilities.

ADOT has not only Airport facilities at the GCNPA, but ADOT housing and families living on the Airport. The wildland firefighting certification makes GCNPA limited resources of FTEs even more versatile for emergency conditions and response. Supporting the Airport staff when there are training opportunities, new and recurrent, and ensuring they feel confident and competent in their duties is an invaluable

[2] Under 14 CFR Part 139, Certification of Airports (Part 139), the FAA issues Airport Operating Certificates to allow airport operators to serve the following air carrier passenger operations: Scheduled passenger-carrying operations of an air carrier operating aircraft with more than 9 seats (with some exceptions for airports in the State of Alaska); and unscheduled passenger-carrying operations of an air carrier operating aircraft with at least 31 passenger seats.

investment that promotes safe operations and employee retention. Furthermore, while the team possesses the necessary equipment for chainsaw operations, they lack the formal training required to safely clear trees encroaching on the airport safety areas. Addressing these specific certification gaps will ensure GCNPA personnel achieve 100% proficiency and are fully prepared for any emergency, from runway incidents to neighboring wildfires.

5-Year FAA Grant Plan qualification at risk: To obtain the grant, the Airport needs to show a preventative maintenance plan and supportive financial plan. The Airport has updated the 5-Year FAA Grant Plan to reflect these reconstruction/replacement needs. GCNPA must prove adequate funding to support this plan to qualify. In FY 2024 and FY 2025 respectively, the GCNPA was able to secure $2.37M and $7.95M in FAA Grant Funding.

Local and State Economy: The GCNPA creates accessibility and opportunities for small businesses in the surrounding areas. If GCNPA standards slip, the ripple effect will impact everyone. It would stifle local trade, cut off GCNPA connection to the rest of the region, and hurt the economic health of the entire community and the State. All Part 139[3] standards are up to par now. Maintaining the Airport's Part 139[3] Certification is an ongoing and constant mission. There is an immediate need for operational funds to support maintenance of Airport Infrastructure. If additional funding is not available, a CIP request will be required to replace failing infrastructure. If reliant on FAA Grants to correct existing issues, it is a 3-year process until construction breaks ground, and that is after the infrastructure has failed. Proper maintenance pays off 3-fold.

The most recent Arizona Aviation Economic Impact Study from 2021 assessed airports' direct economic impact to local and state tax revenues with 2019 data. Airport visitor spending results in business and operating tax, sales tax, lodging tax, and transportation services tax. The GCNPA had a total tax impact of $12,509,000 in 2019, making up over fifty percent of all airports in Coconino County, totaling $24,615,000. Without additional funding, the State is at risk of losing significant tax income.

RECOMMENDED OPTION:
To ensure the Grand Canyon National Park Airport (GCNPA) continues to operate safely and remains a stable economic anchor for GCNPA rural area, GCNPA is proposing a budget alignment that reflects the reality of 2026. Living and working in a remote geographic location comes with unique costs and GCNPA can no longer maintain federal safety and environmental standards on its current budget.
This proposal is the optimal solution because it addresses the critical gaps that federal grants do not cover, ensuring GCNPA does not have federal inspection discrepancies or jeopardize the economic impact and safety of GCNPA community.

[3] Under 14 CFR Part 139, Certification of Airports (Part 139), the FAA issues Airport Operating Certificates to allow airport operators to serve the following air carrier passenger operations: Scheduled passenger-carrying operations of an air carrier operating aircraft with more than 9 seats (with some exceptions for airports in the State of Alaska); and unscheduled passenger-carrying operations of an air carrier operating aircraft with at least 31 passenger seats.

The request amount was determined by the following ongoing needs per object class:

Object Class	Object Name	Annual Ongoing Need
6000	Personal Services[4]	$761,700[4]
6100	Employee Related Expenditures[4]	$394,800[4]
6200	Professional & Outside Services	$157,000
6500	Travel In-State	$1,500
6600	Travel Out-of-State	$800
6700	Food	$0
6800	Aid to Organizations and Individuals	$0
7000	Other Operating Expenditures	$981,100
8100	Capital Outlay	$0
8400	Capital Equipment	$0
8500	Non-Capital Equipment	$14,200
8600	Debt Service	$0
9000	Indirect Costs	$0
9100	Transfers-Out	$0
Total		**$2,311,100**

Current Annual Budget	$1,758,500
Annual Operational Need	$2,311,100
Difference (Budget vs Need)	**-$552,600**

The operating expenditure ongoing need was established through a four-year analysis of historical expenditure data. One-time expenditures were removed, each expense type was assessed to determine the annual need, and any upcoming ongoing needs to maintain compliance were considered.
Proper, consistent funding for maintenance and operations keeps the GCNPA FAA compliant, customers and employees safe, and allows for opportunities to attract regularly scheduled flights once again. Attracting regularly scheduled flights would mean increased economic stimulation through more visitors.

IMPACT OF NOT FUNDING IN THIS YEAR:
The Airport will continue to do the best that it can within its existing budget. If airport standards slip, the economic hit to public safety and the economy would be significant. This budget allows GCNPA to meet federal obligations, ensure the safety of employees, and keep this airport a safe, professional, and reliable transportation asset for the region. While GCNPA is currently in compliance, it has been significantly supported by FAA grants that supplemented a significant portion of day-to-day operations and payroll for the past five years. Additionally, budget limitations have begun creating a backlog of deferred safety projects. Specifically, GCNPA has postponed stormwater compliance work. This deferral is a concern because insufficient or failing drainage systems can lead to standing water. Pooled water is an attractant for wildlife (hazards) on and around the landing surfaces of the Airport.

A compromise on public safety is the most critical point.
Airport firefighters are the first line of defense, not just for aircraft, but for fast-moving wildfires that threaten the Grand Canyon region. Without this funding, GCNPA would face emergency situations that its firefighters are not trained or equipped to respond to. GCNPA has a federal obligation to respond to

[4] No additional payroll funding is being requested.

emergencies within three minutes. Without proper investment, GCNPA is jeopardizing that promise to pilots, visitors, and the local community.

As part of the Code of Federal Regulations, "ARFF must respond to an incident within 3 minutes of the furthest runway." While GCNPA currently meets the 3-minute response mandate, GCNPA operational readiness is under significant strain. Due to budget constraints, GCNPA has unfilled positions, which frequently leaves only two firefighters on shift. This staffing level is a critical concern, as it limits the ability to safely perform interior rescue operations per Occupational Safety and Health Administration (OSHA) and National Fire Protection Association (NFPA)'s safety standards.

Adverse regional economic impact.
GCNPA draws tourists to rural businesses in the Grand Canyon region. Poor airport maintenance could lead to stifled trade, lost tourism dollars, and a adverse impact to the economic sustainability of the community. If GCNPA has discrepancies in the FAA Part 139[5] certification, contingent on severity, the Airport could be required to limit or cease operations. The ripple effect will impact local businesses, the regional and Arizona tourism economies. This budget allows GCNPA to maintain the forward progress made with federal grants and ensure the airport remains a stable aviation sector for the community.

PROMOTING EQUITABLE OUTCOMES

1. How will Arizona be better as a result of this investment?

   It costs millions of dollars to build an airport. Arizona has established an airport near the Grand Canyon National Park to support tourism and the benefits it brings to the economy. Maintaining this resource is the most cost-effective way of maintaining the benefits to the local economy. Maintenance is essential for safety and customer attraction. Attracting a regularly scheduled commercial flight partnership would restore $1.5 million in FAA funding.

2. How does this funding request impact existing equity gaps for historically underserved, marginalized, or adversely affected groups, positively or negatively?

   In compliance with federal nondiscrimination regulations, ADOT adheres to the Title VI of the Civil Rights Act of 1964, the Americans with Disabilities Act, On the Job Training (OJT), and Disadvantaged Business Enterprise (DBE) programs 49 CFR Part 26.

   The Airport brings tourism dollars to a rural community, offering opportunities for commerce that would otherwise be unavailable to the region's citizens.

3. How has the department included voices/feedback in the decision-making process of people that will be directly impacted by the spending plan implementation and the groups that will be targeted? How has this input affected the request?

   This is not applicable as regulations governing airport operations are established by the FAA and the State legislature.

[5] Under 14 CFR Part 139, Certification of Airports (Part 139), the FAA issues Airport Operating Certificates to allow airport operators to serve the following air carrier passenger operations: Scheduled passenger-carrying operations of an air carrier operating aircraft with more than 9 seats (with some exceptions for airports in the State of Alaska); and unscheduled passenger-carrying operations of an air carrier operating aircraft with at least 31 passenger seats.

OUTCOMES SUPPORTED:
This issue incorporates the Governor's Priorities as shown below:

- affordable and thriving economy
- infrastructure

This issue also incorporates ADOT's agency business plan strategies as follows:

- implement the Grand Canyon Airport business plan

PERFORMANCE MEASURES TO QUANTIFY SUCCESS OF THE SOLUTION:
The Public Safety and federal compliance performance measures support ADOT's goal to reduce fatalities and maintain safe communities. GCNPA is evaluated on its performance annually through an FAA Part 139[6] inspection to maintain its valid operating certification. The inspection covers airfield pavement, airfield lighting, airfield markings, aircraft rescue and firefighting (ARFF) capabilities, airfield security, and aviation fuel safety.

The emergency readiness and personnel proficiency support ADOT's goal to strengthen workforce continuity and maintain a high state of operational readiness. GCNPA will be successful when its fire and rescue teams have the gear and training, they need to be 100% proficient. Knowing the GCNPA team is ready for anything from an incident on the runway to a nearby wildfire is GCNPA's ultimate safety metric.

A safe and professional airport attracts more traffic and additional aviation business agreements, which directly increases GCNPA revenue.

STATUTORY REFERENCE (N/A if not applicable to issue):
14 CFR §139.139
14 CFR §139.305
14 CFR §139.311
14 CFR §139.313
14 CFR §139.319
14 CFR §139.337

EQUIPMENT TO BE PURCHASED IF APPLICABLE:
N/A

CLASSIFICATION OF POSITIONS:
N/A

PROJECT INVESTMENT JUSTIFICATION (PIJ):
N/A

ANNUALIZATIONS:
N/A

[6] Under 14 CFR Part 139, Certification of Airports (Part 139), the FAA issues Airport Operating Certificates to allow airport operators to serve the following air carrier passenger operations: Scheduled passenger-carrying operations of an air carrier operating aircraft with more than 9 seats (with some exceptions for airports in the State of Alaska); and unscheduled passenger-carrying operations of an air carrier operating aircraft with at least 31 passenger seats.

Arizona Department of Transportation

FY 2028 Decision Package

Title: State Safety Oversight (SSO) Rail Compliance Officer

Priority: 13

FTE: 1; **Request:** $29,900

Fund Source:
Air Quality Fund – Operating Lump Sum (DT2226/DT58000) $29,900

SUMMARY:
The Arizona Department of Transportation's (ADOT) Multimodal Planning Division (MPD) oversees the State Safety Oversight (SSO) Program. The ADOT SSO serves as the state's official oversight agency for transit rail safety. The SSO program is responsible for ensuring passenger rail systems like Valley Metro Light Rail and Tucson Sun Link operate safely and follow federal rules. This includes creating safety standards, reviewing and monitoring each transit rail agency's safety plans. This is done through both office and field work, and includes regular inspections, safety audits, and ongoing monitoring of hazards and safety issues. This FY 2028 request is for $29,900, of which $26,400 is ongoing for one (1) full-time employee (FTE). The funding will allow for an additional Rail Compliance Officer to assist in direct risk-based inspections and other core duties related to the SSO program.

BACKGROUND:
The SSO program is located within ADOT's Multimodal Planning Division and is Arizona's formal way of managing and enforcing transit rail safety across the state. The State Safety Oversight program is a multi-task team that handles a wide range of responsibilities rather than working in a single narrow area. The SSO program participates in field inspections, incident response, audits, document reviews, and coordination with federal partners. This approach allows for a presence where needed and keeps the program flexible and responsive as transit rail systems evolve across Arizona. Though oversight presence is focused mainly in the Phoenix and Tucson areas, where the two transit rail systems operate. Since the Phoenix system is larger and more complex with more stations, vehicles, and operational activities, a greater portion of the day-to-day oversight work is concentrated there, while maintaining a smaller but still active presence in Tucson.

Currently, the team is comprised of three staff members: one manager and two rail safety compliance officers. For larger tasks like full audits or heavy document review work, outside contractors are brought in to assist. As responsibilities continue to grow, an increase in staff to a four-person team would eliminate the need for outside contractors and allow for more direct oversight. The baseline calculation for the FY 2026 State Safety Oversight (SSO) Program maintains the standard operational tempo with a

total expenditure of $990,124. Of this total, $792,099 (80%) is funded by the FTA, requiring a State Match of $198,025 (20%), which is effectively at the limit of the current $200,000 allocation. Maintaining the status quo allows for no fiscal capacity to address new and critical federal and state mandates. Expanding ADOT resources is essential to meet Federal Transit Administration (FTA) expectations and helps the program operate more effectively as a whole. Two emerging requirements necessitate this expansion for FY 2028:

- **Road Worker Protection (RWP):** New FTA safety standards require enhanced oversight by ADOT and on-site presence to ensure the safety of personnel operating in the right-of-way (enacted in December of 2025 and coming online in the upcoming months).
- **Risk-Based Inspection (RBI):** Adding to the existing schedule-based inspections is the new FTA mandate of risk-based inspection protocols requires frequent deeper data analysis and more frequent, targeted field evaluations than the current staffing model can support (ADOT approved by the FTA in January 2025, and a 1-year partial implementation was submitted to FTA in January 2026).

Adding a fourth staff member would expand ADOT's capacity to do more oversight work in-house and reduce reliance on contractors. The new person would be fully integrated into all aspects of the program rather than assigned to just one area. They would conduct field inspections and risk-based inspections, respond to and help investigate incidents at the scene, support audits and safety plan reviews, manage hazard tracking and corrective action monitoring, and assist with reports and coordination with federal agencies. By training across the entire program, the new team member would increase overall resilience, allow us to take on more complex or time-sensitive work, and give us greater flexibility to cover each other during absences or high-demand periods. The team maintains a strong presence in the field and responds directly to serious incidents. When there are major accidents such as fatalities, derailments, or other critical events, the team either investigates the event directly or directs the transit rail agency to investigate. In all cases, the SSO program reviews the findings and has final approval authority over how every event is investigated, documented, and resolved. The SSO works closely with Federal Transit Safety investigators when federal investigations are launched, and coordinates with the National Transportation Safety Board when on the rare occasion, they are involved.

OPTIONS CONSIDERED AND REASONS FOR REJECTION:

Enhanced Contractual Support: This option would have the need to increase the consulting contract by 30% to provide specialized technical assistance for RWP planning and RBI data analysis.

- Reason for Rejection: This relies heavily on temporary external support and carries a higher financial impact, bringing the total budget to $1,214,838 and requiring an estimated State Match of $242,968 (a $42,968 increase).
- Status Quo: Failing to expand resources of either option leaves the program entirely unable to meet the new RWP and RBI compliance standards for FY 2027. Please note that there is already more grant money available from the SSO FTA annual grants in the event of a match increase.

RECOMMENDED OPTION:

ADOT requests an increase of $29,900 from the Air Quality Fund (AQF) in FY 2028 to fund the 20% match amount for one (1) FTE; a SSO Rail Compliance Officer.

Percentage Amount	Personal Services (PS)	Employee Related Expenses (ERE) - Ongoing	Other Operating Expenses (AOOE) – One-Time	Total
Total Amount	$95,000	$37,000	$0	$132,000
Federal Funding (80%)	$76,000	$29,600	$0	$105,600
AQF Funding (20%)	$19,000	$7,400	$3,500	$29,900

IMPACT OF NOT FUNDING IN THIS YEAR:
Though currently minimally meeting FTA requirements, any additional mandate, audit finding, or increase in oversight activity could quickly push the program to the edge of noncompliance. Under 49 U.S.C. § 5329, if a state's SSO program is not certified compliant, FTA is prohibited from obligating any Chapter 53 transit funds in that state until certification is achieved, and persistent noncompliance after FTA assumption can trigger a withholding of up to 5% of 5307 funds. Other states (e.g., Illinois – IDOT) have been placed on FTA's radar for SSO and related staffing/employee issues and subsequently faced scrutiny, directives, and funding constraints. Adding one additional SSO staff member is a targeted, risk-mitigation investment that moves the program from "bare minimum" to "ahead of current and emerging mandates," providing a buffer from the edge of noncompliance and protecting Arizona's ability to continue receiving and obligating all FTA transit funding (5307, 5310, 5311, and related programs) without interruption. If the request is not funded, the SSO Program will lack the personnel and fiscal capacity to fully implement the required Road Worker Protection and Risk-Based Inspection protocols for FY 2028.

PROMOTING EQUITABLE OUTCOMES

1. How will Arizona be better as a result of this investment?

   Providing the funding would allow ADOT's SSO program to conduct field and risk-based inspections to properly respond to and help investigate incidents. The SSO will work to ensure passenger rail systems operate safely and that federal rules are properly followed.

2. How does this funding request impact existing equity gaps for historically underserved, marginalized, or adversely affected groups, positively or negatively?

   In compliance with the Federal Highway Administration's (FHWA) and other funders federal nondiscrimination regulations, ADOT adheres to Title VI of the Civil Rights Act of 1964, the Americans with Disabilities Act, On the Job Training (OJT), and Disadvantaged Business Enterprise (DBE) programs 49 CFR Part 26. ADOT provides all public groups, including historically underserved, marginalized, or those adversely affected, the opportunity to participate in the transportation decision making process during any major highway study or project undertaken. The ADOT Public Involvement Plan (PIP) serves as a central resource for ADOT's public involvement practices and procedures to support transportation project planning, programming and delivery, as well as operations and maintenance activities. The PIP outlines the Department's public involvement guidelines to ensure compliance with federal and state laws and regulations.

3. How has the department included voices/feedback in the decision-making process of people that will be directly impacted by the spending plan implementation and the groups that will be targeted?

   The development of ADOT's Five-Year Transportation Program involves extensive public outreach and participation, all of which must be documented. For ADOT, the project approval process includes presentation to the State Transportation Board, followed by one or more Public Hearings, before gaining final approval from the Board. ADOT is required to include voices representative of all of the Arizona residents who live near new, expanded, or rehabilitated infrastructure and who travel it regularly. This decision package is designed to maintain vehicles and equipment required to build new infrastructure and maintain the infrastructure established through this process.

OUTCOMES SUPPORTED:
This issue incorporates the Governor's Priorities as shown below:

- Public safety, border security, and corrections reform
- Infrastructure

This issue also incorporates ADOT's agency business plan strategies as follows:

- develop 3–5-year maintenance and operations plan for the transportation system

PERFORMANCE MEASURES TO QUANTIFY SUCCESS OF THE SOLUTION:
In FY 2026, approximately $480,000 was allocated for external contract support to supplement ADOT's SSO Program, which includes support of the State Safety Oversight program as well as the required Risk-Based Inspection (RBI) and Rail Transit Roadway Worker Protection (RWP) activities. Adding one additional SSO staff member would allow ADOT to shift a significant portion of that work from contractor to in-house staff, reducing the need for external support by up to 40 percent and saving the State an estimated $192,000 annually in combined contract and travel costs. This is an estimate based on FY 2026 spending and may fluctuate in future years, but it illustrates the potential savings and operational benefit of reducing reliance on out-of-state contractors who must travel to Arizona for every site visit, while building internal capacity to fully implement and maintain compliance with FTA's SSO, RBI, and RWP requirements and prepare for emerging mandates. Success will be measured by the complete implementation of the RBI and RWP protocols, the successful transfer of the enhanced oversight duties from external contractors to the new FTE, and maintaining State Match funding requirements within the newly adjusted cap.

STATUTORY REFERENCE:
49 CFR Part 674

EQUIPMENT TO BE PURCHASED IF APPLICABLE:
N/A

CLASSIFICATION OF POSITIONS:

Position	Job Code	Grade	PS	ERE	Total	# Positions
Rail Compliance Officer[1]	S03352	25	$95,000	$37,000	$132,000	1

[1]This request is for a 20% match amount in Air Quality Funding (AQF) for 0ne (1) FTE. The remaining 80% is covered by federal funds.

PROJECT INVESTMENT JUSTIFICATION (PIJ):
N/A

ANNUALIZATIONS:
N/A

Arizona Department of Transportation

FY 2028 Decision Package

Title: Highway Maintenance – South Mountain Freeway

Priority: 14

FTE: 0; **Request:** $92,700

Fund Source:
State Highway Fund – Maintenance SLI (DT2030/DT58170) $92,700

SUMMARY:
Arizona Department of Transportation (ADOT) has entered into a contract with a third party to maintain the South Mountain freeway. The contract has a clause that the annual rate paid to the contractor is adjusted for inflation. This ongoing request is submitted annually to fund the increase in maintenance costs per the contract's inflation factor. ADOT is contractually bound to pay the contractor.

BACKGROUND:
In 1983, ADOT announced the future need for a freeway in the south valley. The freeway was planned to connect the east and west valley communities and provide an alternative to the I-10, which runs through downtown Phoenix. Voters approved Proposition 300 in 1985, establishing a ½ cent sales tax to fund new freeways within Maricopa County.

New ground was broken both literally and symbolically with the new loop 202 South Mountain freeway. For the first time, ADOT entered into a public private partnership (P3) to design, build, and maintain (DBM) one of its freeways. This partnership set the cost to design and build the new freeway at $916,000,000 and saved the state approximately $122,000,000 from the original estimate.

ADOT partnered with a private developer, Connect 202 Partners, to design, build, and maintain (DBM) the 22 new freeway miles of the South Mountain freeway. The South Mountain freeway connects the I-10 at Pecos Road in Ahwatukee to the 1-10 at 59th Avenue in Phoenix. The South Mountain freeway was opened for traffic on December 21, 2019.
The DBM model used for this P3 is an innovative approach that has been used nationwide to reduce the cost to taxpayers without sacrificing quality. The DBM approach results in taxpayers receiving a freeway

that opened to traffic within three years because construction occurred concurrently in four segments. ADOT was able to deliver this freeway project three years faster than it could have done using a more traditional delivery method.

Upon completion, the developer became responsible for performing annual routine maintenance, scheduled major maintenance, and ensuring the safety of the traveling public for 30 years. The contractor performs maintenance work such as the replacement of lighting, repair of guardrails, sweeping, litter removal, landscaping, and maintaining and repairing pavement. The cost for maintenance was identified as part of the awarded contract, and ADOT is obligated to pay the vendor the contracted amount, which is adjusted annually for inflation.

ADOT's maintenance costs for the South Mountain freeway follow a schedule agreed upon and included in the contract with the developer. Exhibit 1 in the appendix of this decision package shows the agreed upon schedule in 2015 dollars. ADOT has been required to pay the developer monthly maintenance costs equal to 1/12 of the annual amount prescribed in the schedule, adjusted for inflation, from the date the South Mountain freeway opened. ADOT began paying the South Mountain freeway maintenance starting in April 2020. The below table shows the costs of years 7-9 of the maintenance period in both 2015 dollars and year-of-expenditure dollars.

Year of Maintenance Period	Total Routine Maintenance (2015 Dollars)[1]	Forecasted Routine Maintenance (Year of Expenditure Dollars)[2]	Actual Months	Monthly Amount
7	$2,833,704.99	$4,130,388.75	4/2026 – 12/2026	$342,486.63
			1/2027 – 3/2027	$349,336.36
8	$2,833,704.99	$4,212,996.53	4/2027 – 12/2027	$349,336.36
			1/2028 – 3/2028	$356,323.09
9	$2,833,704.99	$4,297,256.46	4/2028 – 12/2028	$356,323.09
			1/2029 – 3/2029	$363,449.55

[1] The maintenance schedule can increase or decrease (in 2015 dollars) between years. Exhibit 1 in the appendix shows the full maintenance schedule.
[2] The actual CPI was 128.749 in 2015; 175.019 in December 2022; 179.733 in December 2023; 182.653 in December 2024; and 186.73 in December 2025 according to the US Department of Labor Statistics. *https://data.bls.gov/pdq/SurveyOutputServlet?data_tool=dropmap&series_id=CUURS48ASA0,CUUSS48ASA0*. *ADOT assumes two percent inflation annually from January 2027 onwards for a forecasted CPI of 190.46 in December 2026 and 194.27 in December 2027.*

FY 2028 South Mountain freeway maintenance costs will amount to 9 months of payments from maintenance period 8 and 3 months of payments from maintenance period 9. Therefore, FY 2028 South Mountain freeway maintenance costs paid to the developer is expected to total $4,233,956.70 ($349,336.36*6 + $356,323.09*6).

In addition to South Mountain freeway maintenance costs paid to the developer, ADOT has direct maintenance responsibility for the new freeway. ADOT maintains the intelligent transportation system (ITS), provides emergency response, provides utilities (except for water, which is paid for by the City of Phoenix), and maintains a maintenance administration unit. The ITS includes overhead digital message boards and closed-circuit television cameras (CCTV). ADOT provides emergency response by responding to accidents to provide traffic control and clean-up of the scene. The maintenance administration unit ensures the contractor maintains the new freeway at the agreed upon level. The unit consists of two employees.

The table below shows the breakdown of the above costs:

	Annual Cost
Intelligent Transportation System	$250,000
Emergency Response	$65,000
Utilities	$152,400
Maintenance Administration Unit	$176,000
Total	**$643,400**

The total South Mountain freeway maintenance costs for FY 2028, including both the developer routine maintenance costs and ADOT direct costs, is therefore $4,877,400 ($4,234,000 + $643,400).

Including prior appropriations in the base and what was appropriated during the budgeting process for FY 2027, ADOT is appropriated $4,784,700 for South Mountain maintenance. Therefore, ADOT is requesting the difference in appropriation for FY 2028 for an increase of $92,700 ($4,877,400 - $4,784,700). Please refer to “South Mountain Cumulative Budget” chart below for the breakdown.

OPTIONS CONSIDERED AND REASONS FOR REJECTION:
The take-no-action alternative was evaluated and rejected. Failure to fund the maintenance of the new South Mountain freeway is not an effective option. Without funding, ADOT will be forced to divert funds for planned maintenance of other highways to the new South Mountain freeway to pay the contract. This diversion will result in deferred maintenance to the other highways in the State. Deferral of planned road maintenance shortens the road’s life span and results in more costly repairs at a later date. In turn, the resulting repairs drive up the life-cycle costs of the freeway and features, costing tax payers more in the long run. Further, diversion of the maintenance SLI monies from planned highway pavement treatments contributes to a decline in the health of the State’s highway infrastructure. The take-no-action option prevents ADOT from accomplishing two of its key objectives, improving the health of the infrastructure and improving its on-time performance by completing 100% of the planned state highway pavement treatments.

RECOMMENDED OPTION:
FY 2028, South Mountain freeway maintenance costs will amount to nine months of payments from maintenance period 8 and three months of payments from maintenance period 9. Therefore, FY 2028 South Mountain freeway maintenance costs paid to the developer will total $4,234,000.

Year of Maintenance Period	FY 2028	Months	Monthly Amount	Annual Amount (rounded)
8	7/2027 -12/2027	6	$349,336	$2,096,000
	1/2028 - 3/2028	3	$356,323	$1,069,000
9	4/2028 - 6/2028	3	$356,323	$1,069,000
FY 2028 Obligation to Developer				**$4,234,000**

In addition to South Mountain freeway maintenance costs paid to the developer, ADOT has direct maintenance responsibility for the freeway. ADOT maintains the intelligent transportation system (ITS), provides emergency response, provides utilities to the freeway (except for water, which will be paid for by the City of Phoenix) and establishes a maintenance administration unit. ADOT will incur $643,400 in direct maintenance costs annually for the South Mountain freeway.

Including prior appropriations already in the base and what was appropriated during the budgeting process for FY 2027, ADOT is appropriated $4,784,700 for South Mountain maintenance costs in the state highway fund maintenance special line item (SLI). Therefore, ADOT is requesting the difference in appropriation for FY 2028 for an increase of $92,700 ($4,877,400 - $4,784,700) in the state highway fund maintenance SLI. The table below summarizes the requested increase:

South Mountain Cumulative Budget	
	FY 2028 Amount
Contractual Obligation to Developer	$4,234,000
Direct ADOT Maintenance Responsibility	$643,400
FY 2028 South Mountain Maintenance Cost	**$4,877,400**

FY 2026 Base Funding	$4,718,700
FY 2027 Appropriation Increase	$66,000
FY 2027 South Mountain Maintenance Base Funding	**$4,784,700**

FY 2028 Appropriation Requested Funding	**$92,700**

The provision of funding for this request is very important to the daily operation of the new lane miles and the associated roadway features. This important freeway relieves congestion on I-10 through the Phoenix metropolitan area and improves the customer experience with Arizona's highway system. It also contributes to ADOT's annual action of maintaining the average speed of the Phoenix metro system of highways at 50 MPH. Without the requested additional funding, the agency would be forced to divert resources allocated for planned highway maintenance activities elsewhere in the state highway system. In other words, the provision of funding for this request will eliminate the need to divert resources for planned highway treatment from the maintenance SLI, thus helping ADOT accomplish two of its key objectives, improving the health of the infrastructure and improving its on-time performance by completing 100% of the planned state highway pavement treatments.

There is no automatic funding link between the construction of these new highway miles and the cost to operate and maintain them. Accordingly, a legislative appropriation is needed to address these costs. The maintenance portion of the contract ADOT entered into with Connect 202 is for thirty years and follows the schedule agreed on in the contract, as adjusted for inflation based on the consumer price index (CPI). Through March 2040, ADOT will ask for funding required to maintain the South Mountain freeway as detailed in section 13.5.6 of the contract between ADOT and Connect 202 Partners, LLC. Any capital maintenance will be part of the five-year program approved by the Arizona State Transportation Board.

IMPACT OF NOT FUNDING IN THIS YEAR:

If funding for the maintenance of the new South Mountain freeway is not approved, funds allocated to maintenance on other highways in the state will be diverted to the South Mountain Freeway. This will result in deferred maintenance on the other highways and those roads will fall into a state of disrepair. Once this happens, bringing the highway to an acceptable condition becomes more expensive than preventive maintenance.

ADOT's mission is to provide a safe, efficient, cost-effective transportation system. Proactive preventive maintenance that preserves and extends the life expectancy of the state highway system will not be performed at the level required to properly maintain the roadway surfaces, related road features, and equipment and preserve taxpayers' investment in the system. Therefore, maintenance work becomes increasingly reactive and will fail to maximize life expectancy as called for in the agency's mission. Further, failure to fund this request prevents ADOT from accomplishing two of its key objectives, improving the health of the infrastructure and improving its on-time performance by completing 100% of the planned state highway pavement treatments.

PROMOTING EQUITABLE OUTCOMES

1. How will Arizona be better as a result of this investment?

   Investing in an inflation adjustment for the annual contract cost of the Loop 202 South Mountain Freeway ensures the long-term stability and performance of one of Arizona's most

critical transportation corridors. This adjustment allows ADOT to uphold its contractual obligations, maintain service levels, and avoid differed costs that could disrupt mobility or impact public safety. By sustaining this vital freeway, Arizona supports regional economic activity, reduces congestion, and protects the public investment in a key infrastructure asset.

2. How does this funding request impact existing equity gaps for historically underserved, marginalized, or adversely affected groups, positively or negatively?

   In compliance with the Federal Highway Administration's (FHWA) and other funders federal nondiscrimination regulations, ADOT adheres to Title VI of the Civil Rights Act of 1964, the Americans with Disabilities Act, On the Job Training (OJT), and Disadvantaged Business Enterprise (DBE) programs.

   ADOT provides all public groups, including historically underserved, marginalized, or those adversely affected, the opportunity to participate in the transportation decision making process during any major highway study or project undertaken. The ADOT Public Involvement Plan (PIP) serves as a central resource for ADOT's public involvement practices and procedures to support transportation project planning, programming and delivery, as well as operations and maintenance activities. The PIP outlines the Department's public involvement guidelines to ensure compliance with federal and state laws and regulations.

3. How has the department included voices/feedback in the decision-making process of people that will be directly impacted by the spending plan implementation and the groups that will be targeted? How has this input affected the request?

   The development of ADOT's Five-Year Transportation Program involves extensive public outreach and participation, all of which is documented. For ADOT, the project approval process includes presentation to the State Transportation Board, followed by a Public Hearings, before gaining final approval from the Board. ADOT is required to include voices representative of all of the Arizona residents who live near new, expanded, or rehabilitated infrastructure and who travel it regularly. This decision package is designed to maintain the infrastructure established through this process.

OUTCOMES SUPPORTED:
This issue incorporates the Governor's Priorities as shown below:

- affordable and thriving economy
- infrastructure

This issue also incorporates ADOT's agency business plan strategies as follows:

- develop 3-5 year maintenance and operations plans for the transportation system

PERFORMANCE MEASURES TO QUANTIFY SUCCESS OF THE SOLUTION:
The contractor, per the contract, is required to maintain the new freeway at an agreed upon level. The contractor is required to develop a maintenance information system (MIS) to store and report on maintenance activities. The contractor is evaluated on its performance. ADOT has established a maintenance administration unit to ensure the contractor maintains the new freeway at the agreed upon level.

STATUTORY REFERENCE:
A.R.S. § 28-332.2: Do multimodal state transportation planning, cooperate and coordinate transportation planning with local governments and establish an annually updated priority program of capital improvements for all transportation modes.

A.R.S. § 28-332.3: Design and construct transportation facilities in accordance with a priority plan and maintain and operate state highways, state owned airports and state public transportation systems.

EQUIPMENT TO BE PURCHASED IF APPLICABLE:
N/A

CLASSIFICATION OF POSITIONS:
N/A

PROJECT INVESTMENT JUSTIFICATION (PIJ):
N/A

ANNUALIZATIONS:
N/A

EXHIBIT 2-4.4

ROUTINE MAINTENANCE BREAKDOWN

All amounts are in year 2015 $.

Year of Maintenance Period	Maintenance Elements		Administrative Elements			Total Routine Maintenance
	Landscape, Litter & Sweeping	All Other Maintenance	Bonds	Insurance	Other costs	
A	B	C	D	E	F	G = B + C + D + E + F
1	$ 644,068.51	$ 693,871.67	$ 246,198.87	$ 482,870.65	$ 1,093,047.06	$ 3,160,056.76
2	$ 644,068.51	$ 693,871.67	$ -	$ 482,870.65	$ 1,012,894.16	$ 2,833,704.99
3	$ 644,068.51	$ 693,871.67	$ -	$ 482,870.65	$ 1,012,894.16	$ 2,833,704.99
4	$ 644,068.51	$ 693,871.67	$ -	$ 482,870.65	$ 1,012,894.16	$ 2,833,704.99
5	$ 644,068.51	$ 693,871.67	$ -	$ 482,870.65	$ 1,012,894.16	$ 2,833,704.99
6	$ 644,068.51	$ 693,871.67	$ 509,339.60	$ 482,870.65	$ 1,012,894.16	$ 3,343,044.60
7	$ 644,068.51	$ 693,871.67	$ -	$ 482,870.65	$ 1,012,894.16	$ 2,833,704.99
8	$ 644,068.51	$ 693,871.67	$ -	$ 482,870.65	$ 1,012,894.16	$ 2,833,704.99
9	$ 644,068.51	$ 693,871.67	$ -	$ 482,870.65	$ 1,012,894.16	$ 2,833,704.99
10	$ 644,068.51	$ 693,871.67	$ -	$ 482,870.65	$ 1,012,894.16	$ 2,833,704.99
11	$ 644,068.51	$ 693,871.67	$ 293,584.03	$ 482,870.65	$ 1,012,894.16	$ 3,127,289.03
12	$ 644,068.51	$ 693,871.67	$ -	$ 482,870.65	$ 1,012,894.16	$ 2,833,704.99
13	$ 644,068.51	$ 693,871.67	$ -	$ 482,870.65	$ 1,012,894.16	$ 2,833,704.99
14	$ 644,068.51	$ 693,871.67	$ -	$ 482,870.65	$ 1,012,894.16	$ 2,833,704.99
15	$ 644,068.51	$ 693,871.67	$ -	$ 482,870.65	$ 1,012,894.16	$ 2,833,704.99
16	$ 644,068.51	$ 693,871.67	$ 839,507.88	$ 482,870.65	$ 1,012,894.16	$ 3,673,212.88
17	$ 644,068.51	$ 693,871.67	$ -	$ 482,870.65	$ 1,012,894.16	$ 2,833,704.99
18	$ 644,068.51	$ 693,871.67	$ -	$ 482,870.65	$ 1,012,894.16	$ 2,833,704.99
19	$ 644,068.51	$ 693,871.67	$ -	$ 482,870.65	$ 1,012,894.16	$ 2,833,704.99
20	$ 644,068.51	$ 693,871.67	$ -	$ 482,870.65	$ 1,012,894.16	$ 2,833,704.99
21	$ 644,068.51	$ 693,871.67	$ 245,016.31	$ 482,870.65	$ 1,012,894.16	$ 3,078,721.30
22	$ 644,068.51	$ 693,871.67	$ -	$ 482,870.65	$ 1,012,894.16	$ 2,833,704.99
23	$ 644,068.51	$ 693,871.67	$ -	$ 482,870.65	$ 1,012,894.16	$ 2,833,704.99
24	$ 644,068.51	$ 693,871.67	$ -	$ 482,870.65	$ 1,012,894.16	$ 2,833,704.99
25	$ 644,068.51	$ 693,871.67	$ -	$ 482,870.65	$ 1,012,894.16	$ 2,833,704.99
26	$ 644,068.51	$ 693,871.67	$ 654,120.40	$ 482,870.65	$ 1,012,894.16	$ 3,487,825.39
27	$ 644,068.51	$ 693,871.67	$ -	$ 482,870.65	$ 1,012,894.16	$ 2,833,704.99
28	$ 644,068.51	$ 693,871.67	$ -	$ 482,870.65	$ 1,012,894.16	$ 2,833,704.99
29	$ 644,068.51	$ 693,871.67	$ -	$ 482,870.65	$ 1,012,894.16	$ 2,833,704.99
30	$ 644,068.51	$ 693,871.67	$ -	$ 482,870.65	$ 1,095,187.91	$ 2,915,998.74
TOTAL	$ 19,322,055.27	$ 20,816,150.14	$ 2,787,767.10	$ 14,486,119.48	$ 30,549,271.53	$ 87,961,363.52

Exhibit 2

Section 13.5.6 of the Contract Between ADOT and Connect 202 Partners, LLC

13.5.6 The annual payments of the Maintenance Price will be escalated or reduced as described in this **Section 13.5.6**. The Parties shall document such escalations or reductions annual in a Supplemental Agreement, or as otherwise mutually agreed.

(a) Each Annual Routine Maintenance Payment will be escalated or reduced based on changes in CPI, as follows:

$$\text{Adjusted Annual Routine Maintenance Payment}_{\text{Year Y}} = \text{Annual Routine Maintenance Payment}_{\text{Year Y}} \times (\text{CPI} / \text{BCPI})$$

Where:

Annual Routine Maintenance Payment$_{\text{Year Y}}$ = the applicable year's Annual Routine Maintenance Payment as listed in Exhibit 2-4.4:

"CPI" = the CPI most recently published prior to the month in which Year Y commenced: and

BCPI = Base CPI

Arizona Department of Transportation

FY 2028 Decision Package

Title: I-17 Flex Lane Maintenance

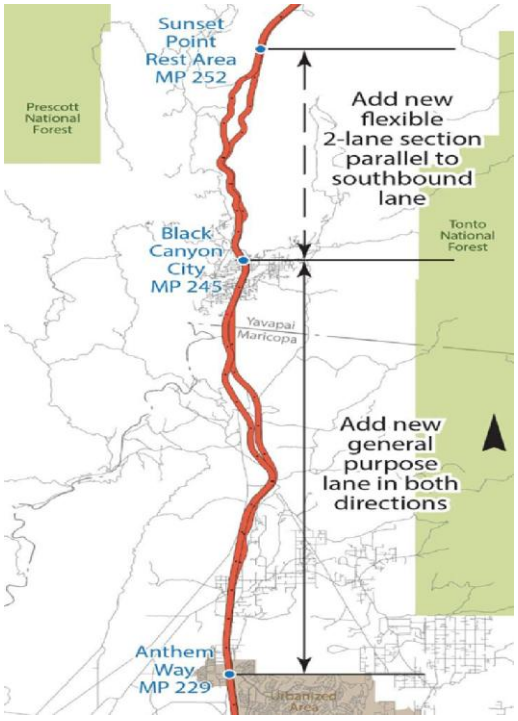
Priority: 15

FTE: 2; **Request:** $1,398,300

Fund Source:
State Highway Fund – Maintenance SLI (DT2030/DT58170) $1,398,300

SUMMARY:
To alleviate congestion, Interstate 17 (I-17) was expanded between Anthem Way and Sunset Point. Due to the mountainous terrain, which made expansion difficult, two reversible Flex Lanes were added from Black Canyon City to the Sunset Point rest area. ADOT has entered a contract with the contractor to maintain the Flex Lanes for three years (covering four fiscal years) after their opening as ADOT is not currently equipped with the necessary knowledge, training, and materials to maintain them. ADOT will assume the maintenance of the new features in early FY 2029. ADOT will be requesting one-time funding annually through FY 2028 as the contract has a clause that the annual rate paid to the contractor is adjusted for inflation. Additionally, ADOT is requesting the ongoing funding amount of $507,900 for ADOT to maintain them.

BACKGROUND:
The 23-mile section of I-17 between Anthem Way and Sunset Point is one of the most heavily utilized highways in Arizona, seeing more than 1 million travelers each year. Previously, I-17 had two travel lanes in each direction between Anthem Way, north of Phoenix, and Flagstaff. The highway passes through rolling terrain in the southern and northern segments and mountainous terrain with steep, narrow lanes between Black Canyon City and Sunset Point.



In 2022, construction of the I-17 improvement projects began to help alleviate congestion and improve safety and traffic flow. The project included adding one lane in each direction from the Anthem Way traffic interchange to Black Canyon City and adding two reversible Flex Lanes from Black Canyon City to the Sunset Point rest area in the Southbound I-17 lanes (see map). The Flex Lanes opened to the public in July 2025.

The Flex Lane system is a proven technology to safely address traffic congestion during peak travel times or if an unplanned incident creates delays.

The Flex Lanes, which run adjacent to the existing southbound lanes for approximately eight miles between Black Canyon City and Sunset Point, are an additional two-lane roadway that carries one direction of traffic at a time and can alternate between northbound and southbound directions during peak travel times or if there is a crash or another emergency situation that causes traffic delays.

Typically, the Flex Lanes are open to northbound traffic Monday through Saturday and open to southbound traffic on Sunday. However, the Flex Lanes will open, as needed, to whichever direction has the heaviest traffic. The Flex Lanes will be operational seven days a week. An animated video explaining how the Flex Lanes work can be found here: https://vimeo.com/839090855

The contractor is responsible for the Operations and Maintenance (O&M) of the Flex Lanes' software and hardware for a period of three years after completion of the project. The total O&M price during this period is $2,079,900 in 2021 dollars. Below is a breakdown of the annual price for the O&M period. The annual O&M price may be escalated or reduced in accordance with the Consumer Price Index (CPI) adjustment formula.

Year of O&M Period A	Maintenance of Flex Lanes System B	Non-Routine Maintenance C	Other Maintenance D	Operations of Flex Lanes E	Insurance F	Other Administrative Costs G	Total O&M Price H = B + C + D + E + F + G
1	**$259,468**	**$33,000**	**$78,375**	**$169,645**	**$19,500**	**$93,127**	**$653,115**
2	**$279,346**	**$36,383**	**$86,408**	**$187,034**	**$21,499**	**$79,061**	**$689,731**
3	**$305,640**	**$40,112**	**$95,265**	**$206,205**	**$23,702**	**$66,050**	**$736,974**
TOTAL	**$844,454**	**$109,495**	**$260,048**	**$562,884**	**$64,701**	**$238,238**	**$2,079,820**

(1) All amounts are in 2021 dollars. Section 15.6.2 (a) of the Agreement allows for escalation or reduction in accordance with the CPI Adjustment Formula.

(2) The years of the O&M period are based on the project completion date and do not align with state fiscal years. The request is for 2 months of period 2 and 10 months of period three.

More information on the project can be found here: https://www.improvingi17.com/flex-lanes/

OPTIONS CONSIDERED AND REASONS FOR REJECTION:
One alternative is for ADOT to assume maintenance at the beginning of FY 2028, but ADOT does not have the complete knowledge to maintain the Flex Lane system. This presents a safety hazard and could result in expensive repairs being required.

A second alternative is to fund the contract with existing maintenance SLI funds, but this would result in deferred maintenance elsewhere on the highway system.

RECOMMENDED OPTION:
The Flex Lanes opened to traffic in July 2025. The Flex Lane maintenance costs owed to the contractor will amount to $885,200 in FY 2028. ADOT requests $885,200 for FY 2028 in order to maintain the new Flex Lanes pursuant to the contract.

The table below shows the costs for the maintenance, in both 2021 dollars and the forecasted expenses. The forecast includes an adjustment for inflation based on the consumer price index per the contract between the contractor and ADOT.

Fiscal Year of Maintenance Periods	Total Routine Maintenance (2021 Dollars)	Forecasted Routine Maintenance (Year of Expenditure Dollars)	Actual Months	Monthly Amount
2028	$729,100[1]	$885,195.13	7/2027 – 8/2027	$68,626.97
			9/2027 – 6/2028	$74,794.12

[1] The request is for 2 months in period 2 and 10 months of period three.

In FY 2025, the vendor began training ADOT personnel on how to maintain the flex lanes operations. The vendor is developing training manuals on how the features function, and ADOT is anticipated to assume the responsibilities of the new features in late FY 2028.

Beyond the primary contract expense, ADOT needs $325,000 in one-time operational funding to procure items required for assuming flex lane maintenance. Furthermore, $514,100 in recurring funding is requested to support ongoing flex lane maintenance and fund two Signal/Light/Electrical Technician positions tasked with maintaining the system's technology infrastructure.

A detailed summary of ongoing and one-time operational expenses is provided below. Personnel costs for the FTEs are detailed in the classification of positions section of this request.

Cost Breakdown Summary		
Cost Component	**FY 2028 One-time**	**Ongoing**
FY 2028 Contract	$ 885,200	$ -
Operational Costs[1]	$ 3,200	$ 321,800
FTE Costs	$ 2,000	$ 186,100
Grand Total:	**$ 890,400**	**$ 507,900**

Maintenance Contract				
Cost Component	**Annual Cost**	**Count**	**FY 2028 One-time**	**Ongoing**
FY 2028 Contract Expense [2]	$ 885,200	1	$ 885,200	$ -

Operations				
Cost Component	**Annual Cost**	**Count**	**FY 2028 One-time**	**Ongoing**
Connex Storage Container (One-time)	$ 5,000	1	$ 5,000	$ -
Initial Spare Parts Inventory (One-time)	$ 150,000	1	$ 150,000	$ -
Emergency Response Utility Vehicles (One-time)	$ 85,000	2	$ 170,000	$ -
Maintenance Operations[3]	$ 218,600	1	$ -	$ 218,600
Annual Parts & Materials[3]	$ 75,000	1	$ -	$ 75,000
Vehicle Operations[3]	$ 14,100	2	$ -	$ 28,200
		Total:	**$ 325,000**	**$ 321,800**

FTE				
Cost Component	**Annual Cost**	**Count**	**FY 2028 One-time**	**Ongoing**
SLATE 3 FTE	$ 92,000	2	$ -	$ 184,000
Initial Technology Set Up	$ 1,000	2	$ 2,000	$ -
Technology (network & email)	$ 200	2	$ -	$ 400
Office Supplies	$ 300	2	$ -	$ 600
Cell Phones	$ 550	2	$ -	$ 1,100
		Total:	**$ 2,000**	**$ 186,100**

[1] Ongoing operation activities begin in FY 2029 when the maintenance contract ends. $321,800 of the one-time operations expense of $325,000 is shown as ongoing. The one-time costs are for goods required for ongoing operations.

[2] The Technical Adjustment issue included in ADOT's FY 2028 decision package backs out $860,500 appropriated in FY 2027 for one-time I-17 Flex Lane maintenance costs.

[3] These activities begin in FY 2029. The one-time ask for FY 2028 has been reduced by $321,800 to reflect this.

This request represents the final year of one-time funding for the vendor supporting flex lane responsibilities to agency staff. Beginning in the following fiscal year, ongoing funds are needed to support the permanent in-house maintenance of the flex lanes. Establishing ongoing funding will ensure this critical operational function is maintained without reliance on one-time appropriations and will provide a stable, long-term funding source for continued operations

IMPACT OF NOT FUNDING IN THIS YEAR:
ADOT is not postured to maintain the Flex Lanes at this time, so the contractor must maintain them for a period of three years. If funding is not approved, funds allocated to maintenance on other highways in the state will be diverted to the new Flex Lanes. This will result in deferred maintenance on the other highways, and those roads will fall into a state of disrepair. Once this happens, bringing the highway to an acceptable condition becomes more expensive than preventive maintenance.

PROMOTING EQUITABLE OUTCOMES

1. How will Arizona be better as a result of this investment?

   In funding this project, ADOT's resources can continue to be used as intended for respective roadway projects in FY 2028. ADOT relies on the vendor for the maintenance and operations of the flex lanes. Funding this project ensures vendor involvement with the newly opened flex lanes and funding for other roadways so that Arizona remains accessible and safe through well maintained roadways.

2. How does this funding request impact existing equity gaps for historically underserved, marginalized, or adversely affected groups, positively or negatively?

   In compliance with the Federal Highway Administration's (FHWA) and other funders federal nondiscrimination regulations, ADOT adheres to Title VI of the Civil Rights Act of 1964, the Americans with Disabilities Act, On the Job Training (OJT), and Disadvantaged Business Enterprise (DBE) programs 49 CFR Part 26. ADOT provides all public groups, including historically underserved, marginalized, or those adversely affected, the opportunity to participate in the transportation decision making process during any major highway study or project undertaken. The ADOT Public Involvement Plan (PIP) serves as a central resource for ADOT's public involvement practices and procedures to support transportation project planning, programming and delivery, as well as operations and maintenance activities. The PIP outlines the Department's public involvement guidelines to ensure compliance with federal and state laws and regulations.

3. How has the department included voices/feedback in the decision-making process of people that will be directly impacted by the spending plan implementation and the groups that will be targeted? How has this input affected the request?

   The development of ADOT's Five-Year Transportation Program involves extensive public outreach and participation, all of which is documented. The ADOT Five-Year Program review and approval process includes a formal public comment period, following a presentation to the State Transportation Board and the release of the tentative Five-Year Program annually in March. This is followed by a Public Hearing of the State Board in May, and Board review of all public comments received at the June study session, before gaining final approval from the Board. ADOT often makes adjustments to the final program based on public comments

received. ADOT places a state-required newspaper advertisement to notify the public of the public hearing and opportunity to comment on the tentative program and also conducts additional extensive outreach through its GovDelivery email platform, social media and news releases. During the NEPA study and project design phase, ADOT notifies adjacent and nearby residents, property owners, businesses and travelers in the project area of the planned project and opportunities to provide comments on the project study and design plans. Multiple methods are used to notify interested and affected members of the public for a project, and project materials are provided in other languages based on the languages spoken in the affected community. This input is documented in public involvement summary reports and shared with the study/project team for project decision making. This decision-making process is designed to be inclusive to represent the interests of all interested and affected parties in new or rehabilitated infrastructure.

OUTCOMES SUPPORTED:

This issue incorporates the Governor's Priorities as shown below:

- affordable and thriving economy
- infrastructure

This issue also incorporates ADOT's agency business plan strategies as follows:

- develop 3-5-year maintenance and operations plans for the transportation system

PERFORMANCE MEASURES TO QUANTIFY SUCCESS OF THE SOLUTION:

ADOT plans to gauge the effectiveness of the Flex Lane maintenance funding by tracking metrics centered on operational reliability, safety, response efficiency, and resource utilization. Primary performance metrics include:

1. Operations & Response Efficiency

- Flex Lane availability during scheduled hours of operation
- On-time completion percentage for scheduled lane reversals
- Time required to execute directional lane changes
- Response times when operational disruptions occur
- Time required to restore full service following equipment outages

2. Maintenance & Asset Reliability

- Percentage of preventive maintenance tasks performed according to schedule
- Mean time between critical equipment failures
- Frequency of unscheduled lane closures resulting from equipment malfunctions
- Availability of ITS assets, accounting for vendor constraints and extended lead times
- Completion rate of annual inspections across electrical, communications, and mechanical systems

3. Workforce & Safety Management

- Coverage during weekend, holiday, and scheduled employee leave shifts
- Reduction in overall unscheduled overtime hours
- Mitigation of worker fatigue stemming from rotating shift schedules
- OSHA Lockout/Tagout compliance during electrical maintenance activities
- Access to qualified Subject Matter Experts for around-the-clock (24/7) support

4. Financial Tracking & Resource Utilization

ADOT will leverage activity codes in its Maintenance Management System (MMS)to monitor:

- Labor hours
- Equipment utilization
- Materials consumption
- Preventive maintenance expenditures
- Corrective maintenance expenditures
- Incident response operations
- Lifecycle replacement costs

Collecting these metrics will enable ADOT to verify that personnel levels and continuous funding adequately support safe, dependable, and efficient Flex Lane operations.

STATUTORY REFERENCE:

A.R.S. § 28-332.3: Department of transportation jurisdiction, duties, divisions.

EQUIPMENT TO BE PURCHASED IF APPLICABLE:

N/A

CLASSIFICATION OF POSITIONS:

Position	Grade	Positions	Annual Salary[1]	Est. ERE	Ongoing costs	Total
Signal/Light/Electrical Technician 3	20	2	$125,000	$59,000	$2,100	$186,100

[1] Annual salary per FTE is $62,500

Item	Annual Cost	Count	Year 1 Cost	Year 2 Cost
Initial Technology Set Up	$1,000	2	$2,000	$0
Technology (network & email)	$200	2	$400	$400
Office Supplies	$300	2	$600	$600
Cell Phones	$550	2	$1,100	$1,100
Total			**$4,100**	**$2,100**

PROJECT INVESTMENT JUSTIFICATION (PIJ):

N/A

ANNUALIZATIONS:

N/A

Arizona Department of Transportation

FY 2028 Decision Package

Title: Department Fleet Operations Fund Appropriation

Priority: 16

FTE: 0; **Request:** $590,200

Fund Source:	
Department Fleet Operations Fund – (DT2071/DT59340)	$295,100
State Highway Fund – Lump Sum Appropriation (DT2030/DT58000)	$13,800
State Highway Fund – Highway Maintenance SLI (DT2030/DT58170)	$281,300

SUMMARY:

The Arizona Department of Transportation (ADOT) requests an ongoing increase of $295,100 in the ADOT Fleet Vehicles and Heavy Equipment Maintenance appropriation and corresponding increases in the appropriations that fund the activity that occurs in the fund. Those amounts are $13,800 for the SHF/Lump Sum appropriation and $281,300 for the Highway Maintenance SLI. Proper vehicle and equipment maintenance and fuel are critical to ADOT's ability to perform its mission: We provide highway infrastructure and transportation services. ADOT considers this a baseline issue and anticipates submitting annual budget requests.

BACKGROUND:

Pursuant to A.R.S. § 28-7006, the ADOT Equipment Services Section (EQS) uses the Department Fleet Operations Fund to maintain, service, and repair the Department's fleet. Additionally, the appropriation houses fuel, maintenance, service, and repair expenses for the state fleet prior to expenditure transfers to the State Fleet Operations appropriation. ADOT maintains the interstate and state highways throughout the State of Arizona, overseeing repairs caused by accidents, providing routine maintenance, inspecting commercial vehicles, and ensuring the roads reopen after storms by plowing snow, pumping water off the highway, and removing downed trees and other debris. These activities require approximately 1,400,000 gallons of unleaded, and 760,000 gallons of diesel fuel each year. The current situation in the Middle East has introduced new volatility in oil markets and spikes in fuel prices. It is imperative that ADOT has the capability to purchase the fuel it needs to fulfill its vision "To safely connect people and power our economy."

Cost Pressures

Following two years of significant increases in parts, cost increases have slowed to more historic rates.

From FY 2025 to FY 2026, the cost of parts leveled out somewhat compared to prior years, and overall parts expenditures decreased from $7,628,982 to $7,162,011 (6% decrease). Some examples of individual parts costs are:

- Part # GDY22565R17 (highest use tire) remained stable at $102.29
- 5W30 Motor Oil increased from $3.06 to $4.03 per quart. An increase of 31.7%. 5W20 Motor Oil increased from $3.06 to $3.95 per quart. An increase of 29%
- Part # FLT1249883 - 2014 Ford F250 Air Filter pricing stayed stable at $11.45

At the same time, commercial outsourcing costs have increased. ADOT EQS partners with its vendor community to repair various types of vehicles and equipment, especially when special tooling and other cost factors apply. It also sends assets to its commercial vendors when it does not have sufficient staff to repair critical vehicles and equipment. Commercial outsourcing costs have increased from $6,727,411 in FY 2025 to $9,376,886 in FY 2026, an 29.0% increase. Towing expenses, however, decreased from $569,144 in FY 2025, to $562,191 in FY2026 for a 1.3% decrease. The costs of commercial outsourcing will increase in FY 2027 due to the renewal of light duty, medium/heavy duty and contracted vendor labor rates, which contain increased labor and parts rates.

Bulk Fuel Purchasing

More than 91% of ADOT's fuel is used by Project Delivery and Operations, Transportation Systems Management and Operations, and Enforcement & Compliance. ADOT has worked diligently to decrease its fuel usage where possible, holding virtual meetings, combining trips, and finding creative ways to avoid travel. However, maintaining Arizona's highway system is at the core of its mission, and that maintenance requires fuel. ADOT anticipates that fuel usage in these three areas will be increasing.

To maximize resources, ADOT's Administrative Services Division (ASD) purchases wholesale fuel in bulk for the entire agency using the Department Fleet Operations Fund. This is substantially cheaper than purchasing commercial fuel, ranging from $0.50 to $1.75 less per gallon. It is delivered to ADOT's fueling depots throughout the state for use by the ADOT fleet. As the fuel is consumed, each bureau pays for its actual usage, reimbursing ASD and allowing it to purchase the next round of fuel to refill ADOT's fueling stations.

ADOT Fuel Usage	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027 Estimate
Unleaded	1,276,314	1,365,358	1,401,365	1,395,509	1,427,726	1,397,490
Diesel	791,155	967,938	780,422	631,148	661,208	760,179
Total	**2,067,469**	**2,333,296**	**2,181,787**	**2,026,657**	**2,088,934**	**2,157,669**

Fuel prices continue to be volatile, and it is difficult to predict what fuel prices will be in FY 2028. However, ADOT is currently projecting that fuel prices will continue to fluctuate, averaging $3.58 per gallon ($3.30 per gallon for unleaded and $4.09 per gallon for diesel) in FY 2028. ADOT's fuel usage is increasing as it receives additional federal and state funding for new infrastructure projects. As these projects are completed, ADOT will require additional fuel to maintain the new lane miles.

ADOT Fuel Cost			
FY	Gallons Used	Price Per Gallon	Cost
FY 2022	2,067,469	$3.34	$6,902,100
FY 2023	2,333,296	$3.88	$9,058,000
FY 2024	2,181,727	$3.30	$7,202,200
FY 2025	2,026,657	$2.78	$5,634,700
FY 2026	2,088,934	$3.16	$6,607,700
FY 2027 Estimate	2,157,669	$3.51	$7,575,000
FY 2028 Estimate	2,157,669	$3.58	$7,720,800

The Department Fleet Operations Fund is critical to operating both the ADOT fleet and the state fleet. All expenditures for fuel, maintenance, service, and repairs for the state fleet are charged to the fund prior to being offset to the State Fleet Operations Fund. ADOT EQS invoices state fleet customers at the beginning of each month for the prior month's expenses and then offsets the expenditures to the State Fleet Operations Fund after that fund receives the payment. If the expenditures in the Department Fleet Operations Fund reach the appropriation limit, ADOT EQS will not be able to maintain either the ADOT fleet or the state fleet. See Exhibit 1 for a visual aid depicting the cash flows in the Department Fleet Operations Fund and the State Fleet Operations Fund.

OPTIONS CONSIDERED AND REASONS FOR REJECTION:
The current level of funding could be maintained; however increased fuel prices would strain ADOT's operating budget and reduce funding available for critical maintenance activities. Deferring maintenance on ADOT and state fleet vehicles would result in improperly maintained vehicles that will age prematurely and may cause costly breakdowns and increased safety risks.

RECOMMENDED OPTION:
ADOT requests an appropriation increase of $295,100 in the Department Fleet Operations Fund (DT2071) and corresponding increases in the appropriations that fund the activity that occurs in the Department Fleet Operations Fund (DT2071). Please see the tables below for additional information.

Vehicles and Heavy Equipment Maintenance Appropriation	
FY 2026 Expenditures	$25,390,554
FY 2027 Appropriation	$26,814,600
FY 2028 Requirement	$27,109,700
FY 2028 Request	**$295,100**

Department Fleet Operations Fund (DT2071/DT59340)	$295,100
Operating Lump Sum (DT2030/DT58000)	$13,800
Highway Maintenance SLI (DT2030/DT58172)	$281,300
FY 2028 ADOT Funding Request	**$590,200**

ADOT requests a continuation of the $1,000,000 contingency in the Department Fleet Operations Fund (DT2071) in the event of unanticipated price spikes.

Vehicles and Heavy Equipment Maintenance Contingency Appropriation	
FY 2027 Appropriation	$1,000,000
FY 2028 Requirement[2]	$1,000,000
FY 2028 Request	**$0**

[2]The contingency is required in the event of unanticipated price spikes and to hold state fleet expenses prior to reimbursement.

The contingency appropriation is necessary to account for unanticipated cost increases associated with servicing the ADOT fleet and the state fleet. Without a functioning fleet, ADOT is unable to adequately maintain the State highway system. Without adequate appropriation capacity and revenue, ADOT EQS may be unable to perform critical service needed to keep both the ADOT and state fleets on the road. Because agencies that participate in the state fleet are billed in July of the subsequent fiscal year for expenses incurred in June, the appropriation must have capacity to contain those expenditures until they can be offset to the State Fleet Operations Fund after the fiscal year has closed.

IMPACT OF NOT FUNDING IN THIS YEAR:
Failing to adequately fund the appropriations would require ADOT to defer necessary maintenance on state fleet and Department vehicles. Vehicles would not be maintained properly, and necessary repairs would be delayed. The availability of vehicles for ADOT's and other agencies' needs would be negatively impacted.

PROMOTING EQUITABLE OUTCOMES

1. How will Arizona be better as a result of this investment?

   Providing the necessary appropriation authority will allow ADOT to properly maintain both ADOT and State Fleet vehicles. Keeping the fleets well-maintained is critical for ADOT to provide safe roadways that are vital to the state's economy and for the State Fleet agencies to perform their vital services that are relied upon by the people of Arizona.

2. How does this funding request impact existing equity gaps for historically underserved, marginalized, or adversely affected groups, positively or negatively?

   In compliance with the Federal Highway Administration's (FHWA) and other funders federal nondiscrimination regulations, ADOT adheres to Title VI of the Civil Rights Act of 1964, the Americans with Disabilities Act, On the Job Training (OJT), and Disadvantaged Business Enterprise (DBE) programs 49 CFR Part 26. ADOT provides all public groups, including historically underserved, marginalized, or those adversely affected, the opportunity to participate in the transportation decision making process during any major highway study or project undertaken. The ADOT Public Involvement Plan (PIP) serves as a central resource for ADOT's public involvement practices and procedures to support transportation project planning, programming and delivery, as well as operations and maintenance activities. The PIP outlines the Department's public involvement guidelines to ensure compliance with federal and state laws and regulations.

3. How has the department included voices/feedback in the decision-making process of people that will be directly impacted by the spending plan implementation and the groups that will be targeted? How has this input affected the request?

   The development of ADOT's Five-Year Transportation Program involves extensive public outreach and participation, all of which is documented. The ADOT Five Year Program review and approval process includes a formal public comment period, following a presentation to the State Transportation Board and the release of the tentative Five-Year Program annually in March. This is followed by a Public Hearing of the State Board in May, and Board review of all public comments received at the June study session, before gaining final approval from the Board. ADOT often makes adjustments to the final program based on public comments received. ADOT places a state-required newspaper advertisement to notify the public of the public hearing and opportunity to comment on the tentative program and also conducts additional extensive outreach through its GovDelivery email platform, social media and news releases. During the NEPA study and project design phase, ADOT notifies adjacent and nearby residents, property owners, businesses and travelers in the project area of the planned project and opportunities to provide comments on the project study and design plans. Multiple methods are used to notify interested and affected members of the public for a project, and project materials are provided in other languages based on the languages spoken in the affected community. This input is documented in public involvement summary reports and shared with the study/project team for project decision making. This decision-making process is designed to be inclusive to represent the interests of all interested and affected parties in new or rehabilitated infrastructure.

OUTCOMES SUPPORTED:
This issue incorporates the Governor's Priorities as shown below:

- affordable and thriving economy
- infrastructure
- border security, public safety, and criminal justice

This issue also incorporates ADOT's strategic plan goals as follows:

- develop 3 to 5-year maintenance and operations plans for the transportation system

PERFORMANCE MEASURES TO QUANTIFY SUCCESS OF THE SOLUTION:
Appropriation level set to allow full utilization of the state fleet and ADOT fleet.

Return to Service Time - The Return to Service metric measures the success rate of repairing vehicles within a 24-hour period. Our current metric indicates the Return to Service metric is met only 54% of the time. The overall goal is 60%, which is an industry standard. When vehicles are not repaired within 24 hours, maintenance operations are delayed or incur additional costs for leasing equipment necessary for maintenance operations.

STATUTORY REFERENCE (N/A if not applicable to issue):
A.R.S. § 28-332. Department of transportation jurisdiction; duties
A.R.S. § 28-7006. Department fleet operations fund

EQUIPMENT TO BE PURCHASED IF APPLICABLE: N/A

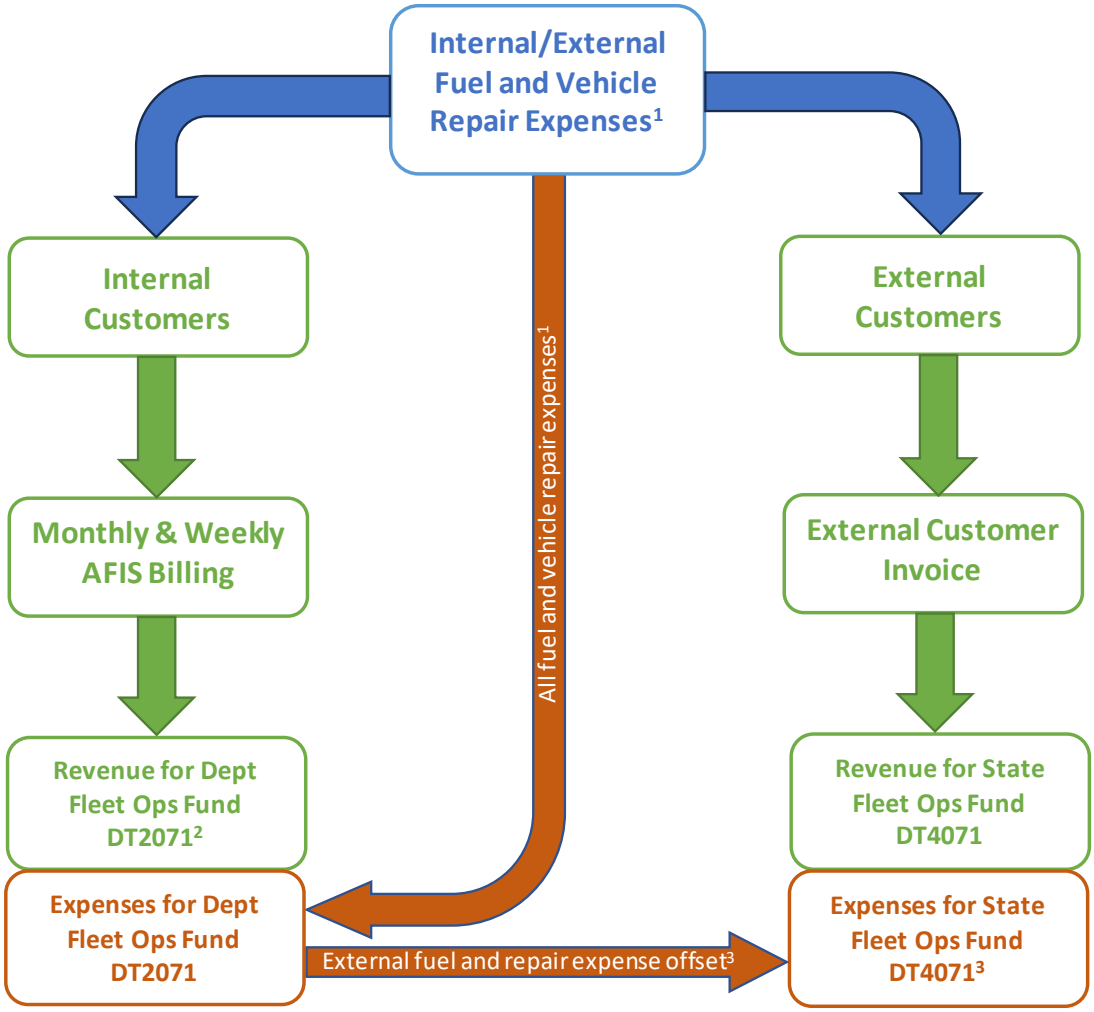
CLASSIFICATION OF POSITIONS: N/A

PROJECT INVESTMENT JUSTIFICATION (PIJ): N/A

ANNUALIZATIONS: N/A

Exhibit 1

Equipment Services Fleet Operations Cash Flow



[1] All expenses are initially charged to the Dept Fleet Ops Fund (DT2071).
[2]Internal customers are billed weekly for fuel usage and monthly for all other charges in AFIS and the revenue is deposited to the Dept Fleet Ops Fund (DT2071).
[3]Expenses for external customers are offset to the State Fleet Ops Fund (DT4071) after that fund receives revenue from external billings.

Arizona Department of Transportation

FY 2028 Decision Package

Title: State Fleet Operations Adjustments

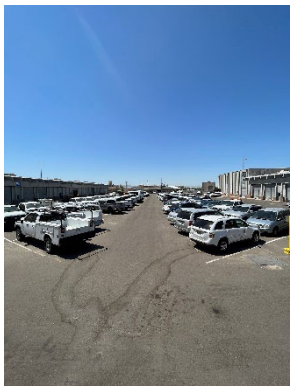
Priority: 17

FTE: 0; **Request:** TBD

Fund Source:
State Fleet Operations Fund - State Fleet Operations SLI (DT4071/DT55620) TBD

SUMMARY:
A.R.S. §28-472 provides the Arizona Department of Transportation (ADOT) statutory authority and responsibility to manage the state motor vehicle fleet. Due to fluctuations in labor, fuel prices, parts, insurance, and other operating costs, ADOT anticipates that annual adjustments in appropriation authority to the State Fleet Operations Fund will be required. For FY 2028, that adjustment is still to be determined.

BACKGROUND:
In FY 2022, under A.R.S. §28-472, ADOT assumed statutory authority and responsibility to manage the state motor vehicle fleet. Unless agencies are explicitly exempted from the state fleet in A.R.S. § 28-472, ADOT is the only agency with the authority to manage the fleet.



The State Fleet Operations Fund (DT4071) was created in FY 2022 when ADOT assumed control of the state fleet. ADOT calculates rates for fleet management services to be reimbursed for expenditures. ADOT directly charges member departments and agencies of the state motor vehicle fleet for its services. The State Fleet Operations Fund (DT4071) is for operations revenues and costs like vehicle maintenance, administration costs, fuel, and all other non-recapitalization costs. In addition to managing the state fleet, ADOT provides maintenance services for exempt agencies via Interagency Service Agreements (ISAs). Certain fleet exempt agencies have chosen to have ADOT manage all aspects of their fleet operations. ADOT also provides fuel to exempt agencies and non-state agencies such as school districts and fire districts via Intergovernmental Agreements (IGAs). ADOTs fueling stations serve as the emergency reserve for all of the state agencies.

Fleet Definitions	
Managed Fleet or State Fleet	Vehicles belonging to state agencies that are not explicitly exempted from the state fleet in A.R.S. § 28-472.
Exempt Fleet	Fleets managed by agencies that are explicitly exempted from the state fleet in A.R.S. § 28-472.

Fleet Annual Adjustments

Due to fluctuations in labor, fuel prices, parts, insurance, and other operating costs, ADOT anticipates that annual adjustments in appropriation authority to the State Fleet Operations Fund will be required. Adjustments are also required as vehicle usage and fuel usage at agencies increases or decreases. In addition, the size of the overall fleet is subject to increase or decrease over time as State agencies adapt to evolving business requirements. ADOT has permanently removed 59 vehicles from the State Fleet since assuming management in FY 2022. For FY 2028, ADOT is calculating the usage rate charged for each vehicle class based on a per month cost recovery model in addition to the current per mile cost recovery model. This will spread usage charges evenly through the year and may result in agencies with low-use vehicles opting to turn in some units.

Traditionally, ADOT has based its cost recovery charge back rates for the current fiscal year on the expenditures for the previous fiscal year and made its annual budget request based on the current year's rates. With the addition of 8 FTE in FY 2026, which will decrease the need for vendor services, and the incorporation of the large Department of Child Safety (DCS) fleet into the State Fleet, ADOT anticipates maintaining stable rates in FY 2028 as it assesses the impact of these changes. Without additional staffing, particularly with the addition of the DCS fleet, rates may rise again in future years without adequate personnel to maintain the fleet. ADOT is not properly staffed to manage the nearly 2,500 vehicles that now comprise the State Fleet, and, in turn, vehicles that could be serviced in-house must sometimes be serviced by commercial vendors at higher prices. As the State Fleet is modernized and properly staffed, rates are likely to decrease.

Exempt Fleet.

Several agencies exempted from the state fleet in A.R.S. § 28-472 contract with ADOT to maintain all or a portion of their fleets. Nearly all exempt agencies use ADOT fuel due to the cost savings to their direct budgets. In fact, exempt agency fuel use is more than double the fuel use by non-exempt state fleet agencies. The same parts, vendor and fuel price pressures that impact the managed fleet affect ADOT's ability to service the exempt fleet.

Non-state Agencies

ADOT has provided fuel to school districts, fire districts, rural municipalities and other non-state governmental agencies for more than two decades. Many of these governmental agencies are in rural areas, and having ADOT fuel available to them is a critical resource for them. Using the Department of Transportation Interagency Service Agreement Fund and Interagency Governmental Agreement Fund (DT2501) is no longer an option. Laws 2021, 1st Regular Session, Chapter 413 (SB 1829), Section 28 transferred "all unexpended and unencumbered monies remaining in the department of transportation interagency service agreement fund and interagency governmental agreement fund established pursuant to section 35-131, subsection H, Arizona Revised Statutes, relating to motor vehicle fleet activities…to the state fleet operations fund established by section 28-475, Arizona Revised Statutes…" While the amount of fuel purchased is relatively small and paid for by non-state governmental agencies,

ADOT requires appropriation capacity to deposit this outside revenue and purchase the bulk fuel these agencies consume. In FY 2028, this amount is to be determined.

Preparing for the Unexpected

Despite a 10% contingency that was built into the appropriation, ADOT struggled to operate within its appropriation authority in FY 2022 due to skyrocketing costs for fuel, parts, and vendor services. These fluctuations began in the fourth quarter of the fiscal year. Had they occurred earlier, ADOT would have had to make difficult decisions, including directing agencies to use commercial fuel instead of ADOT fuel, costing agencies considerably more money for fuel. For this reason, ADOT received a one-time fuel appropriation in FY 2023 and a 20% contingency for FY 2024 through FY 2027. ADOT is requesting a 20% contingency again for FY 2028. Uncertainty and price volatility reemerged since the 3rd quarter of FY 2026 and ADOT requires the capacity to handle emergencies as they arise. Because this fund is controlled by cash received from outside agencies, in the event that prices remain stable, additional appropriation authority cannot be accessed.

In addition to global supply issues, ADOT fuel use is heavily impacted by large wildfires, hurricanes that reduce refinery capacity, and any other events that impact the global supply chain. Without adequate appropriation capacity, ADOT would be required to ration the fuel used by other state agencies as emergencies arise. This means that if fuel prices spike or an emergency that requires large fuel usage occurs, DPS and other public safety agencies that cannot reduce fuel usage significantly would be required to purchase large quantities of commercial fuel at significantly higher prices. Keeping the Fleet operational requires sufficient appropriation authority to manage unexpected price increases.

OPTIONS CONSIDERED AND REASONS FOR REJECTION:

Existing appropriation authority could be maintained. This does not account for fluctuations in fuel prices, fuel usage and parts and vendor prices or the incorporation of the DCS fleet into the State Fleet.

RECOMMENDED OPTION:

This request is for appropriation authority only. Cash from state fleet, exempt fleet, and non-state agency revenues will remain a strict control on expenditures. ADOT operates the state fleet on a reimbursement basis and receives no funding from other sources. The appropriation is needed to account for fully staffing the State Fleet maintenance and adjustments to operating costs for the state fleet, the exempt fleet, and other agencies. ADOT services and provides fuel for certain vehicles in the exempt fleet and fuel for some non-state agencies.

State Fleet Operations Fund (DT4071)	
FY 2028 Requirement	TBD
FY 2027 Appropriation	$38,384,100
FY 2027 One-Time Fuel Funding	$(4,200,000)
FY 2027 Baseline Appropriation	$34,184,100
FY 2028 Request	**TBD**

FY 2027 to FY 2028 Comparison State Fleet Operations Fund (DT4071)			
	FY 2027 Appropriation	**FY 2028 Requirement**	**Difference**
State Fleet	$18,370,400	TBD	TBD
Exempt Agencies	$10,435,400	TBD	TBD
Outside Agencies	$3,181,000	TBD	TBD
Contingency[1]	$6,397,300	TBD	TBD
Totals[2]	**$38,384,100**	**TBD**	**TBD**

[1]Contingency is calculated at 20% of the total of the State Fleet, Exempt Agencies, and Outside Agencies request.
[2]Difference includes $4,200,000 in one-time fuel funding.

This request is for appropriation authority only. Cash from state fleet, exempt fleet, and non-state agency revenues will remain a strict control on expenditures. ADOT operates the state fleet on a reimbursement basis and receives no funding from other sources.

IMPACT OF NOT FUNDING IN THIS YEAR:
If no changes are made, agencies would not be properly funded for their operational costs. ADOT fuel would need to be rationed, and agencies would be required to use more expensive commercial fuel. Maintenance costs would exceed the purchase cost for many vehicles, further impacting the ADOT's capacity to maintain the fleet.

PROMOTING EQUITABLE OUTCOMES

1. How will Arizona be better as a result of this investment? *Include details about outcomes, including how people's lives will be improved, how the legislature will receive this information, and how stakeholders will respond to it. If this investment is made, what is the tangible social or economic benefit for the people of Arizona?*

   Providing the necessary appropriation authority will allow ADOT to properly maintain State Fleet vehicles. Keeping the fleet well-maintained is critical for the State Fleet agencies to perform their vital services that are relied upon by the people of Arizona.

2. How does this funding request impact existing equity gaps for historically underserved, marginalized, or adversely affected groups, positively or negatively?

   The State Fleet is used for a variety of purposes, including case management visits, outreach to small and disadvantaged businesses, and keeping public spaces safe and clean. A well-run State Fleet helps ensure State services reach all eligible Arizonans.

3. How has the department included voices/feedback in the decision-making process of people that will be directly impacted by the spending plan implementation and the groups that will be targeted? How has this input affected the request?

ADOT has worked with all State Fleet participating agencies to ensure their business needs are met. Agencies make operational decisions based on their missions, which often include meeting client needs.

OUTCOMES SUPPORTED:
This issue incorporates the Governor's Priorities as shown below:

- housing and human services
- resilience, water and the environment
- affordable and thriving economy
- infrastructure

This issue also incorporates ADOT's agency business plan strategies as follows:

- develop 3 to 5-year maintenance and operations plans for the transportation system

PERFORMANCE MEASURES TO QUANTIFY SUCCESS OF THE SOLUTION:
Adequate increases in appropriations to fully support fleet management costs

STATUTORY REFERENCE (N/A if not applicable to issue):
A.R.S. §28-472. Fleet operation services; records; rules; vehicle replacement rate; participating agencies; coordinator; public service announcements; annual report

EQUIPMENT TO BE PURCHASED IF APPLICABLE: N/A

CLASSIFICATION OF POSITIONS: N/A

PROJECT INVESTMENT JUSTIFICATION (PIJ): N/A

ANNUALIZATIONS: N/A

Arizona Department of Transportation

FY 2028 Decision Package

Title: State Fleet Replacement Funding

Priority: 18

FTE: 0; **Request:** $2,952,200

Fund Source:
State Fleet Replacement Fund – State Fleet Vehicle Replacement SLI (DT4072/DT55630) $2,952,200

SUMMARY:
The Arizona Department of Transportation (ADOT) collects recapitalization fees for all new State Fleet vehicles for the first 84 months of the vehicle's lifecycle. When ADOT assumed control of the State Fleet, more than half the Fleet was older than 84 months, and, because of this, the vehicles most in need of replacement had no recapitalization being collected. ADOT is requesting one-time replacement funding of $2,952,200 for vehicles that have reached the end of their lifecycle and do not have recapitalization funding available. ADOT expects this to be an annual issue until all State Fleet vehicles fall within the full recapitalization cycle.

BACKGROUND:
In FY 2022, under A.R.S. §28-472, ADOT assumed statutory authority with the responsibility to manage the state motor vehicle fleet. Unless agencies are explicitly exempted from the state fleet in A.R.S. § 28-472 or have been excluded from participation, ADOT is the only agency with the authority to purchase, lease, or rent a motor vehicle. ADOT also manages other state agency fleets by utilizing intergovernmental service agreements (ISAs). Unless otherwise noted, within this document the terms "state fleet" or "fleet" mean that those vehicles are included in the numbers below.

Investing in the replacement of vehicles beyond their useful lifecycle is more cost effective in the long term. Removing those older assets will pay dividends as the cost of maintenance and repair to keep these vehicles active is substantially more than vehicles operating within their expected lifecycle. The table below illustrates the current age of the State fleet. In FY 2027, recapitalization will be collected on 47% of the managed fleet. Some of these vehicles will only be partially recapitalized before exiting the recapitalization cycle and will require subsidization when they are ready for replacement. The remaining 53% of the fleet will still require full funding for replacement.

Age in Years	Number of State Fleet Vehicles	% of Fleet
0-7[1,2]	1156	49%
8-12	817	34%
13-20	383	16%
21+	17	1%
Totals[3]	**2373**	**100%**

[1]Replacement funding is collected on State Fleet vehicles.
[2]Does not include the replacement vehicles being ordered in FY 2027.
[3]Does not include ADOT's fleet or exempt agencies managed via ISA.

Background

The State Fleet Vehicle Replacement Fund (DT4072) and State Fleet Operations Fund (DT4071) were created in FY 2022 when ADOT consolidated and assumed management of the State Fleet. These funds are used to manage vehicles outside of ADOT's fleet. The State Vehicle Replacement Fund (DT4072) was created as a mechanism to capture monthly recapitalization payments made by agencies within the State Fleet, and those funds are saved for future vehicle replacement needs. Vehicles are not replaced until they have reached the end of their lifecycle. All vehicles within the State Fleet are entered into a "Vehicle Replacement Program", which is based on a 10-point replacement verification system. As vehicles go through their lifecycle, a number from 1 through 10 is assigned to show how far along the vehicle is within its lifecycle. Once a vehicle reaches ten points, it becomes eligible for replacement and is further evaluated to see if replacement is required. Additional replacement factors are also reviewed prior to a vehicle being replaced. See Exhibit 1 for a more in-depth explanation of the vehicle replacement point system.

FY 2027 Replacement Needs

In FY 2022, ADOT began collecting recapitalization from agencies, which provides a future funding source for vehicles requiring replacement. A recapitalization fee starts after a vehicle is purchased, and this fee is charged monthly for 84 months on a per vehicle basis. The monthly vehicle recapitalization fee is calculated by using the original vehicle acquisition price, adding an inflation factor (currently 21%) to the vehicle acquisition cost, and then dividing by 84 months. Agencies are billed monthly for these fees for 84 consecutive months. After the 84 months have passed, a recapitalization fee is no longer charged for that particular vehicle. Approximately 53% of the State Fleet does not have a recapitalization mechanism in place, and these important fees are not being collected.

- *Vehicle Recapitalization Charge = [Acquisition Cost * (1 + inflation factor)]/84 months*

Recapitalization funds are deposited into the State Fleet Vehicle Replacement Fund (DT4072), which sets funds aside in an agency-specific sub-fund account. The recapitalization funds can only be utilized for a particular agency, and for vehicle replacement needs only. The balance each participating agency had in its replacement account on July 1, 2026, is illustrated in Exhibit 2. Because the recapitalization fee is only applied to newly purchased vehicles, the agencies with vehicles most in need of replacement have the least capacity to purchase vehicles based off current recapitalization account balances. Until all fleet assets have a recapitalization fee component in place, State Fleet agencies will require annual funding in order to replace vehicles beyond their lifecycle.

Laws 2021, 1st Regular Session, Chapter 413 (SB 1829), Section 28 transferred "all unexpended and unencumbered monies remaining in the motor vehicle pool revolving fund… to the state vehicle replacement fund…". Upon the effective date of the legislation ADOT received a transfer of $3,042,908 from the Motor Vehicle Pool Revolving Fund; $169,792 was also collected from outstanding Risk Management payments and transferred to ADOT as well. These funds were deposited into the State Vehicle Replacement Fund (DT4072). ADOT utilized these funds for vehicle replacement needs in FY 2022 and FY 2023 to address the most critical replacement needs. As of July 1, 2026, $16,982 remained. This amount is not sufficient to purchase a new vehicle and has been reserved to supplement replacement in case of an emergency.

Please see Exhibit 3 for a list of vehicles that ADOT is requesting to replace in FY 2028. ADOT will continue to evaluate the state fleet throughout FY 2027, and it is likely that additional funding will be required to replace vehicles that are too old to enter into the recapitalization program for future fiscal year cycles (see Exhibit 4). ADOT realizes that the State faces difficult choices of where to invest scarce funds in order to optimize its agencies' functions. As a result, it may not be possible to fund agencies to replace vehicles that are beyond their current lifecycle in FY 2028. However, agencies require functioning vehicles to fulfill their missions. Each year timely replacement is delayed, the cost of new vehicles rises. Furthermore, the cost of maintaining vehicles beyond their lifecycles impacts the cost of the fleet as a whole as maintenance technicians spend additional time on these vehicles, which may also require expensive, hard-to-find parts. Several agencies have few vehicles under recapitalization. As seen in Exhibit 2, several agencies have fleets so old that they have no recapitalization funds being collected, and one has a vehicle that requires replacement. For these reasons, ADOT will continue to request that agencies be funded to replace these vehicles until such time as there is capacity for the State to do so.

Due to supply chain issues within the automobile industry, ADOT had experienced difficulties acquiring replacement vehicles in a timely manner. Although vehicles are no longer taking years to arrive, the time from order to delivery is still longer than it has traditionally been. Vehicles for fleets must be ordered within windows set by the car manufacturers. Fleet vehicles are ordered directly through manufacturers using state-contracted dealerships because of the volume of vehicles and because of the significant savings. These order windows open with little notice and are generally open only a few days at a time. This allows manufacturers to monitor vehicle orders so they do not over promise what they can build. Once order banks close, it may take months for the window for a specific vehicle type to reopen. After an order is placed, it may still take up to 12 months to receive the vehicle. In some cases, prices dramatically increased between the initial vehicle order date and the delivery date due to the passage of years and the reduced availability of vehicles. The FY 2028 appropriation must be high enough to account for vehicles ordered in the previous fiscal year that are likely to arrive in FY 2028 as well as vehicles ordered in FY 2028 itself. Furthermore, the appropriation must account for older vehicles that require replacement due to loss from accidents, vehicles purchased using grant funds, and vehicles that agencies wish to acquire with operating dollars. Although Risk Management provides some funding to replace vehicles totaled in accidents, it does not provide the total amount required. For these reasons, ADOT requires an appropriation cap able to accommodate planned purchases for FY 2028, any purchases from FY 2027 that will be concluded in FY 2028, purchases agencies choose to make with grant or other funds, and replacements for totaled vehicles.

After assuming responsibility for the State Fleet in FY 2022, ADOT assessed the lifecycle status of all fleet vehicles. As of July 1, 2026, 356 vehicles managed by ADOT's Equipment Services Department (EQS) were identified as having reached or exceeded 10 points, and another 140 vehicles as having between 9 and 9.9 points. However, 1271 of the 2373 vehicles in the fleet have no recapitalization remaining, and 127 vehicles have less than 12 months remaining on their recapitalization fees. Seventeen (17) of the vehicles still in service were purchased more than 20 years ago. The tables below illustrate the original acquisition costs of the vehicles that comprise the State Fleet. Furthermore, these amounts have not been adjusted for today's inflation rate.

Points	Number of State Fleet Vehicles	Original Acquisition Price
0-2.9	825	$31,869,633
3.0-5.9	483	$16,049,156
6.0-8.9	569	$14,624,060
9.0-9.9	140	$3,451,858
10+	356	$7,937,304
Total Fleet	**2,373**	**$73,932,010**

In FY 2027, replacement of 176 vehicles is planned using a combination of collected recapitalization funds, grant funding, and existing agency operating dollars. When vehicles are not replaced within the replacement lifecycle, maintenance costs skyrocket. The cost to maintain and repair these vehicles eventually exceeds the initial cost of the vehicle. Vehicle replacement funding will be required in future fiscal years until all fleet vehicles that currently reside outside of the recapitalization component have entered the fleet management recapitalization system.

OPTIONS CONSIDERED AND REASONS FOR REJECTION:
Existing appropriation authority could be maintained. This does not account for fleet expansion through legislatively approved initiatives, delays due to supply chain issues, vehicles that were declared a total loss following an accident, purchases from grants and agency operating funds, and the high cost of replacing vehicles that are far beyond their needed replacement. Vehicle replacement could not occur as scheduled.

Existing ADOT appropriation authority could be maintained or increased without corresponding appropriations to agencies that have vehicles requiring replacement in amounts that exceed their recapitalization funds. This would not allow for timely replacement of vehicles and will contribute to increased maintenance costs for the fleet as a whole.

Existing ADOT appropriation authority could be maintained or increased with corresponding appropriations only to agencies that have no or very few vehicles under recapitalization. This would not allow for timely replacement of vehicles across the State fleet and will contribute to increased maintenance costs for the fleet as a whole.

RECOMMENDED OPTION:
ADOT requests appropriation authority in the State Fleet Vehicle Replacement Fund (DT4072) of $10,202,200 (see the tables below), a difference of $2,952,200 from the FY 2027 base of $7,250,000 to account for FY 2028 replacements and any FY 2027 replacements that may be delivered in FY 2028.

State Fleet Vehicle Replacement Fund (DT4072)	
FY 2028 Requested Replacements	$5,092,000
FY 2028 Anticipated Loss Replacements	$1,000,000
FY 2028 Grant and Other Additions	$2,500,000
FY 2027 Planned Replacements	$6,441,000
FY 2027 Legislative Additions to the Fleet	$0
Total FY 2027, and FY 2028	**$15,033,000**
Anticipated FY 2027 Deliveries	($4,830,800)
FY 2028 Requirement	**$10,202,200**

State Fleet Vehicle Replacement Fund (DT4072)	
FY 2028 Requirement	$10,202,200
2027 Appropriation	$13,611,300
2027 One-Time Appropriation	($6,361,300)
2027 Baseline Appropriation	$7,250,000
FY 2028 Request	**$2,952,200**

In addition, ADOT requests state fleet agencies be funded directly in the amount of $1,918,800 to replace 122 vehicles that cannot be funded from collected recapitalization funds so that needed replacements can occur to maintain a healthy, right-sized fleet ($1,918,800 funding + $3,173,200 collected recapitalization funds = $5,092,000 total acquisition cost). Please see Exhibit 3 for a list of proposed State Fleet replacements and their projected acquisition costs. Please see Exhibit 2 for a list of funding each agency will require.

ADOT estimates that agencies will require funding for nine months of recapitalization for any vehicle replaced in FY 2027 that had reached the end of its lifecycle. As stated above, recapitalization is the vehicle acquisition cost plus an inflation factor (currently 21%) divided by 84 months that is collected over the first 84 months following the vehicle's delivery. If this request is fully funded, agency budgets would need to be adjusted to account for recapitalization. (Please see the State Fleet Operations budget issue for further information.)

Additional funding will be required in FY 2028 to supplement seven-year recapitalization funds that will have only five years of deposits. Those deposits are further limited to the 47% of the fleet that falls under recapitalization. The 47% is not comprised solely of newly purchased assets. A substantial number of assets under recapitalization will only be partially recapitalized due to the timing of the transition from the statewide fleet from ADOA to ADOT and the incorporation of the Arizona School for the Deaf and Blind (ASDB) fleet in FY 2025 and DCS fleet in FY 2026.

IMPACT OF NOT FUNDING IN THIS YEAR:
If no changes are made, vehicle replacement would be delayed for future fiscal years, and maintenance costs would increase dramatically, eventually exceeding the purchase cost for the vehicle. An older fleet has a direct impact on both delivering ADOT's core mission and the capacity to maintain the State Fleet. An older fleet requires additional resources for the equipment shop, including personnel.

PROMOTING EQUITABLE OUTCOMES

1. How will Arizona be better as a result of this investment?

Providing the necessary appropriation authority will allow ADOT to replace State Fleet vehicles that are beyond their useful life cycle. Replacing aged vehicles helps with keeping maintenance costs from increasing dramatically and ensures that State Fleet agencies are able to perform their core missions and provide vital services to the people of Arizona.

2. How does this funding request impact existing equity gaps for historically underserved, marginalized, or adversely affected groups, positively or negatively?

   The State Fleet is used for a variety of purposes, including critical first responders, case management visits, outreach to small and disadvantaged businesses, and keeping public spaces safe and clean. A well-run State Fleet helps ensure State services reach all eligible citizens.

3. How has the department included voices/feedback in the decision-making process of people that will be directly impacted by the spending plan implementation and the groups that will be targeted? How has this input affected the request?

   ADOT has worked with all State Fleet participating agencies to ensure their core missions and business needs are met. Agencies make operational decisions based on client needs.

OUTCOMES SUPPORTED:
This issue incorporates the Governor's Priorities as shown below:

- improving education
- housing and human services
- resilience, water and the environment
- affordable and thriving economy
- infrastructure

This issue also incorporates ADOT's agency business plan strategies as follows:

- Optimize State Fleet Operations

PERFORMANCE MEASURES TO QUANTIFY SUCCESS OF THE SOLUTION:
Adequate increase in appropriations to fully fund fleet recapitalization costs.
Percentage of vehicles adequately funded by recapitalization fees for replacement when necessary.

STATUTORY REFERENCE (N/A if not applicable to issue):
A.R.S. §28-472

EQUIPMENT TO BE PURCHASED IF APPLICABLE: Please see Exhibit 3 for a list of vehicles to be purchased.

CLASSIFICATION OF POSITIONS: N/A

PROJECT INVESTMENT JUSTIFICATION (PIJ): N/A

ANNUALIZATIONS: N/A

Exhibit 1
Vehicle Replacement Point System

Equipment Services utilizes an easy-to-understand fleet industry standard, vehicle replacement point system. The replacement system provides a transparent methodology for both the customer and for the fleet operations team. The system utilizes important data for 'right time' fleet replacement, which eliminates waste and over and under replacement of vehicles.

Other factors such as vehicle criticality, overall vehicle condition, utilization, total maintenance costs, strategic importance and available replacement funds are also considered in the replacement decision, though they are not included in the calculation.

The Calculation

Uses a 10-point methodology to identify vehicles and equipment that are good candidates for replacement. The calculation is based on: (1) 60% utilization (mileage) and (2) 40% age of the vehicle.

1. Points for Utilization:
   - Lifetime miles ÷ expected meter at replacement * 6
   - Example: a current 2017 Ford F150 has an odometer reading of 65,087 miles. It is expected to be replaced when it reaches 150,000 miles. So its points for utilization is:
     - 65,087 ÷ 150,000 * 6 = 2.60

2. Points for Age:
   - Total months since placed in service ÷ expected useful life (in months) * 4.
   - Example: That same 2017 Ford F150 was placed in service 76 months ago. It is expected to be replaced after 120 months. So its points for age is:
     - 76 ÷ 120 * 4 = 2.53

3. Total Points Calculation (Utilization + Age):
   - The total points for this vehicle is 5.13 (2.60 miles + 2.53 age)
   - This vehicle would not yet be considered for replacement until it reached 10 points

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In general, replacement criteria are as follows by vehicle classification:

Vehicle Type	Mileage	Time
Trucks	150,000	120 months
Sedans	135,000	108 months
Heavy Duty Trucks*	175,000 – 250,000	120 – 180 months

* Dependent on equipment specifications and type.

Exhibit 2

Recapitalization Balances and Funding Required for Replacement

Agency	Recapitalization Balance[1]	FY 2027 Funding	Less FY 2027 Planned Replacements	FY 2027 Recapitalization Payments	Balance Available for Replacements[2]	Planned FY 2028 Replacements	Funding Required for Replacement
DEPARTMENT OF AGRICULTURE	$519,358	$381,500	$491,000	$624,657	$1,034,515	$730,000	$0
AUDITOR GENERAL[3]	$1,221				$1,221	$40,000	$38,779
ATTORNEY GENERAL	$969,831		$50,000	$296,143	$1,215,974	$142,000	$0
CORPORATION COMMISSION	$534,942		$162,000	$163,894	$536,836	$220,000	$0
EARLY CHILD DEVELOPMENT	$57,714			$17,257	$74,970		$0
EXPOSITION AND STATE FAIR	$117,856		$25,000	$8,671	$101,526	$100,000	$0
DEPARTMENT OF ADMINISTRATION	$280,671	$438,500		$119,813	$838,984		$0
ARIZONA SCHOOL FOR THE DEAF AND BLIND	$1,677,331		$379,000	$530,006	$1,828,337	$182,000	$0
DEPARTMENT OF HOUSING	$315,368		$54,000	$121,903	$383,271	$60,000	$0
DEPARTMENT OF EDUCATION	$245,667		$100,000	$74,562	$220,229	$52,000	$0
DEPARTMENT OF ENVIRONMENTAL QUALITY	$370,005		$75,000	$227,109	$522,114	$90,000	$0
DEPARTMENT OF FIRE AND FORESTRY	$3,658,204		$889,000	$1,170,243	$3,939,447	$488,000	$0
DEPARTMENT OF GAMING	$303,882			$92,424	$396,305	$52,000	$0
GOVERNOR'S OFFICE	$24,647			$5,166	$29,813		$0
AHCCCS	$101,413	$208,200			$309,613	$40,000	$0
ARIZONA HISTORICAL SOCIETY	$19,617	$26,900		$7,659	$54,176		$0
DEPARTMENT OF HEALTH SERVICES	$728,607		$179,000	$204,165	$753,773	$80,000	$0
INDUSTRIAL COMMISSION	$235,488		$50,000	$65,313	$250,801	$26,000	$0
INSURANCE	$112,606	$114,400		$12,130	$239,136		$0
JUVENILE CORRECTIONS	$448,716		$79,000	$135,000	$504,716	$26,000	$0
ARIZONA LOTTERY	$222,181		$50,000	$10,361	$182,542		$0
LIQUOR LICENSES	$236,383			$141,668	$378,051	$86,000	$0
DEPARTMENT OF EMERGENCY AND MILITARY AFFAIRS	$1,048,090	$498,500	$567,000	$356,567	$1,336,157	$210,000	$0
ARIZONA MINE INSPECTOR	$266,412		$54,000	$107,197	$319,609		$0
PHARMACY	$82,013			$46,062	$128,076	$52,000	$0
PIONEER HOME	$171,673			$19,912	$191,585		$0
DEPARTMENT OF STATE PARKS	$1,153,589		$349,000	$380,565	$1,185,154	$290,000	$0
DEPARTMENT OF REVENUE	$36,413			$19,609	$56,021		$0
ARIZONA SUPREME AND SUPERIOR COURT[3]	$252,970				$252,970		$0
SCHOOL FACILITIES BOARD	$4,439				$4,439		$0
ARIZONA STATE LAND	$107,713	$6,200	$54,000	$66,975	$126,889		$0
ARIZONA STATE RETIREMENT SYSTEM	$1,445				$1,445		$0
DEPARTMENT OF TOURISM	$41,317			$8,538	$49,854		$0
DEPT OF VETERANS SERVICES	$80,741		$60,000	$59,689	$80,430		$0
DEPARTMENT OF WATER RESOURCES	$171,927		$162,000	$73,367	$83,294	$40,000	$0
SECRETARY OF STATE	$94,285			$6,887	$101,172		$0
REGISTRAR OF CONTRACTORS	$593,035		$162,000	$143,191	$574,226	$206,000	$0
OFFICE OF ECONOMIC OPPORTUNITY	$0				$0		$0
REAL ESTATE DEPARTMENT	$0				$0		$0
CRIMINAL JUSTICE COMMISSION	$93,209			$5,407	$98,617		$0
DEPARTMENT OF CHILD SAFETY	$120,017	$806,700	$2,450,000	$1,060,535	$0	$1,880,000	$1,880,000
WATER INFRASTRUCTURE FINANCE AUTHORITY OF AF	$7,367			$8,037	$15,403		$0
Total	**$15,508,359**	$2,480,900	$6,441,000	$6,390,682	$18,401,689	**$5,092,000**	**$1,918,779**

[1]Assumes FY 2025 planned purchases have been completed. May include funds from auctioned vehicles and risk payments. Does not include any unpaid balances.

[2]Any deficits are being addressed by agencies with grants and operating dollars.

[3]Agency is not part of the State Fleet but is managed by ADOT through an interagency service agreement (ISA). Recapitalization for replacement is collected as part of the ISA.

Exhibit 3

FY 2028 State Fleet Replacements Required[1]

Agency	Vehicle	Year	Points	Estimated Acquision Cost
DEPT OF AGRICULTURE	10A158	2012	10.1	26,000
DEPT OF AGRICULTURE	10A365	2016	9.2	26,000
DEPT OF AGRICULTURE	10B546	2017	9.2	60,000
DEPT OF AGRICULTURE	10B683	2019	8.9	60,000
DEPT OF AGRICULTURE	10B740	2015	4.2	40,000
DEPT OF AGRICULTURE	10B707	2020	8.5	60,000
DEPT OF AGRICULTURE	10C142	2021	8.4	62,000
DEPT OF AGRICULTURE	10B547	2017	8.9	60,000
DEPT OF AGRICULTURE	10B556	2018	8.9	60,000
DEPT OF AGRICULTURE	10B075	2006	13.3	50,000
DEPT OF AGRICULTURE	10B307	2013	11.0	60,000
DEPT OF AGRICULTURE	10A383	2018	8.9	26,000
DEPT OF AGRICULTURE	10B414	2014	9.1	40,000
DEPT OF AGRICULTURE	10B432	2014	8.8	60,000
DEPT OF AGRICULTURE	10B457	2015	8.7	40,000
AHCCCS	10B724	2012	10.8	40,000
ATTORNEY GENERAL (DEPT OF LAW)	10A255	2014	10.7	26,000
ATTORNEY GENERAL (DEPT OF LAW)	10A235	2014	10.3	26,000
ATTORNEY GENERAL (DEPT OF LAW)	10B611	2018	8.0	50,000
ATTORNEY GENERAL (DEPT OF LAW)	10B703	2019	7.9	40,000
AUDITOR GENERAL	10B329	2013	10.0	40,000
EXPOSITION AND STATE FAIR BOARD	10BA56	2007	12.8	60,000
EXPOSITION AND STATE FAIR BOARD	10B738	2015	9.1	40,000
DEPT OF HOUSING	10B870	2021	7.4	60,000
CORPORATION COMMISSION	10B340	2013	10.7	40,000
CORPORATION COMMISSION	10B590	2018	8.6	60,000
CORPORATION COMMISSION	10B573	2018	8.4	60,000
CORPORATION COMMISSION	10B682	2019	8.2	60,000
DEPT OF EDUCATION	10A407	2019	7.2	26,000
DEPT OF EDUCATION	10A408	2019	6.9	26,000
DEPT OF ENVIRONMENTAL QUALITY	10B454	2015	9.4	50,000
DEPT OF ENVIRONMENTAL QUALITY	10B623	2018	8.0	40,000
DEPT OF GAMING	10A194	2013	10.6	26,000
DEPT OF GAMING	10A260	2014	10.5	26,000
DEPT OF HEALTH SERVICES	10B249	2012	11.3	40,000
DEPT OF HEALTH SERVICES	10B334	2013	10.2	40,000
INDUSTRIAL COMMISSION	10A355	2016	9.3	26,000
DEPT OF FORESTRY AND FIRE MANAGEMENT	10D202	2013	11.0	80,000
DEPT OF FORESTRY AND FIRE MANAGEMENT	10B452	2015	9.4	40,000
DEPT OF FORESTRY AND FIRE MANAGEMENT	10C088	2017	7.8	62,000
DEPT OF FORESTRY AND FIRE MANAGEMENT	10B643	2018	7.9	60,000
DEPT OF FORESTRY AND FIRE MANAGEMENT	10B632	2018	7.6	60,000
DEPT OF FORESTRY AND FIRE MANAGEMENT	10C123	2020	7.4	62,000
DEPT OF FORESTRY AND FIRE MANAGEMENT	10C138	2021	7.4	62,000
DEPT OF FORESTRY AND FIRE MANAGEMENT	10C137	2021	6.9	62,000
DEPT OF LIQUOR LICENSES AND CONTROL	10A308	2014	10.2	26,000
DEPT OF LIQUOR LICENSES AND CONTROL	10B578	2018	8.2	60,000
DEPT OF EMERGENCY AND MILITARY AFFAIRS	10D273	2006	12.5	80,000
DEPT OF EMERGENCY AND MILITARY AFFAIRS	10D208	2006	12.5	70,000
DEPT OF EMERGENCY AND MILITARY AFFAIRS	10B516	2016	9.4	60,000
BOARD OF PHARMACY	10A197	2013	10.1	26,000
BOARD OF PHARMACY	10A381	2018	7.9	26,000
REGISTRAR OF CONTRACTORS	10B294	2012	10.2	60,000
REGISTRAR OF CONTRACTORS	10B393	2014	9.6	60,000
REGISTRAR OF CONTRACTORS	10A413	2019	7.2	26,000

Exhibit 3

FY 2028 State Fleet Replacements Required[1]

Agency	Vehicle	Year	Points	Estimated Acquision Cost
REGISTRAR OF CONTRACTORS	10B791	2019	6.8	60,000
DEPT OF WATER RESOURCES	10B415	2014	9.5	40,000
JUVENILE CORRECTIONS	10A332	2014	9.5	26,000
DEPT OF CHILD SAFETY	14AA70	2009	13.2	26,000
DEPT OF CHILD SAFETY	14AB10	2012	13.2	26,000
DEPT OF CHILD SAFETY	14AA04	2008	13.1	26,000
DEPT OF CHILD SAFETY	14AB13	2010	12.5	26,000
DEPT OF CHILD SAFETY	14AA37	2009	12.4	26,000
DEPT OF CHILD SAFETY	14AA38	2009	12.1	26,000
DEPT OF CHILD SAFETY	14AA01	2008	11.9	26,000
DEPT OF CHILD SAFETY	14AA41	2009	11.8	26,000
DEPT OF CHILD SAFETY	14BA30	2012	11.8	26,000
DEPT OF CHILD SAFETY	14AA47	2008	11.6	26,000
DEPT OF CHILD SAFETY	14AA46	2012	11.6	26,000
DEPT OF CHILD SAFETY	14CA01	2010	12.5	60,000
DEPT OF CHILD SAFETY	14BB03	2013	11.6	50,000
DEPT OF CHILD SAFETY	14BB69	2012	11.4	50,000
DEPT OF CHILD SAFETY	14AA49	2011	11.4	26,000
DEPT OF CHILD SAFETY	14BE57	2014	11.4	40,000
DEPT OF CHILD SAFETY	14BA99	2014	11.4	50,000
DEPT OF CHILD SAFETY	14BD93	2014	11.4	40,000
DEPT OF CHILD SAFETY	14BE48	2014	11.4	40,000
DEPT OF CHILD SAFETY	14BB66	2012	11.3	50,000
DEPT OF CHILD SAFETY	14AA51	2016	11.3	26,000
DEPT OF CHILD SAFETY	14AA65	2016	11.3	26,000
DEPT OF CHILD SAFETY	14AB42	2011	11.2	26,000
DEPT OF CHILD SAFETY	14BB09	2014	11.2	50,000
DEPT OF CHILD SAFETY	14BE55	2014	11.2	40,000
DEPT OF CHILD SAFETY	14BF55	2015	11.2	40,000
DEPT OF CHILD SAFETY	14AB39	2008	11.1	26,000
DEPT OF CHILD SAFETY	14AB40	2014	11.1	26,000
DEPT OF CHILD SAFETY	14BB05	2014	11.1	50,000
DEPT OF CHILD SAFETY	14BB26	2006	11.0	50,000
DEPT OF CHILD SAFETY	14AA95	2011	11.0	26,000
DEPT OF CHILD SAFETY	14BB58	2014	11.0	50,000
DEPT OF CHILD SAFETY	14AA52	2016	11.0	26,000
DEPT OF CHILD SAFETY	14BE36	2015	11.0	40,000
DEPT OF CHILD SAFETY	14BB62	2014	10.9	50,000
DEPT OF CHILD SAFETY	14BF62	2015	10.9	40,000
DEPT OF CHILD SAFETY	14BB67	2013	10.8	50,000
DEPT OF CHILD SAFETY	14AA83	2010	10.8	26,000
DEPT OF CHILD SAFETY	14BB44	2014	10.8	50,000
DEPT OF CHILD SAFETY	14BE97	2014	10.8	40,000
DEPT OF CHILD SAFETY	14BE54	2014	10.8	40,000
DEPT OF CHILD SAFETY	14AA11	2016	10.8	26,000
DEPT OF CHILD SAFETY	14AA13	2016	10.8	26,000
DEPT OF CHILD SAFETY	14BB79	2015	10.8	50,000
DEPT OF CHILD SAFETY	14AA48	2016	10.7	26,000
DEPT OF CHILD SAFETY	14AA66	2016	10.7	26,000
DEPT OF CHILD SAFETY	14BF72	2015	10.7	40,000
DEPT OF CHILD SAFETY	14BF41	2014	10.6	40,000
DEPT OF CHILD SAFETY	14BE61	2014	10.6	40,000
DEPT OF CHILD SAFETY	14AA10	2016	10.6	26,000
DEPT OF CHILD SAFETY	14BB59	2015	10.6	50,000
DEPT OF CHILD SAFETY	14BE53	2015	10.6	40,000

Exhibit 3

FY 2028 State Fleet Replacements Required[1]

Agency	Vehicle	Year	Points	Estimated Acquision Cost
SCHOOLS FOR THE DEAF AND THE BLIND	12A090	2013	10.0	26,000
SCHOOLS FOR THE DEAF AND THE BLIND	12B045	2015	8.8	26,000
SCHOOLS FOR THE DEAF AND THE BLIND	12A110	2016	9.5	26,000
SCHOOLS FOR THE DEAF AND THE BLIND	12B053	2015	9.8	26,000
SCHOOLS FOR THE DEAF AND THE BLIND	12A086	2012	10.6	26,000
SCHOOLS FOR THE DEAF AND THE BLIND	12A087	2013	10.2	26,000
SCHOOLS FOR THE DEAF AND THE BLIND	12B046	2015	9.5	26,000
PARKS BOARD	10B637	2012	10.6	60,000
PARKS BOARD	10D272	2012	10.6	70,000
PARKS BOARD	10B070	2013	9.9	40,000
PARKS BOARD	10B384	2014	9.5	60,000
PARKS BOARD	10B668	2014	9.1	60,000
Total (122 Vehicles)				**5,092,000**

[1]Vehicles are listed by agency

Exhibit 4

Projected FY 2029 Recapitalization Balances[1]

Agency	Recapitalization Balance	FY 2027 Recap	FY 2027 Replacements	FY 2028 Recap	FY 2028 Replacements	FY 2029 Recap	FY 2029 Replacements	FY 2029 Ending Balance
AHCCCS	$ 1,197,513	$ 11,149	$ (129,000)	$ 27,484	$ (40,000)	$ 127,999	$ (1,320,701)	$ (125,555)
ARIZONA HISTORICAL SOCIETY	$ 19,617	$ 7,659	$ -	$ 7,659	$ -	$ 17,979	$ (46,778)	$ 6,136
ARIZONA STATE RETIREMENT SYSTEM	$ 1,445		$ -	$ -	$ -	$ -	$ -	$ 1,445
ATTORNEY GENERAL (DEPT OF LAW)	$ 969,831	$ 296,143	$ (50,000)	$ 318,874	$ (142,000)	$ 714,780	$ (1,747,872)	$ 359,756
AUDITOR GENERAL	$ 1,221		$ -	$ 5,186	$ (40,000)	$ 5,186	$ (149,900)	$ (178,307)
BOARD OF PHARMACY	$ 82,013	$ 46,062	$ -	$ 49,575	$ (52,000)	$ 96,819	$ (56,700)	$ 165,770
CORPORATION COMMISSION	$ 534,942	$ 163,894	$ (162,000)	$ 168,493	$ (220,000)	$ 323,805	$ (658,736)	$ 150,398
CRIMINAL JUSTICE COMMISSION	$ 93,209	$ 5,407	$ -	$ 3,605	$ -	$ 6,958	$ (43,100)	$ 66,079
DEPT OF ADMINISTRATION	$ 280,671	$ 119,813	$ -	$ 90,344	$ -	$ 261,287	$ (1,472,689)	$ (720,574)
DEPT OF AGRICULTURE	$ 519,358	$ 624,657	$ (491,000)	$ 761,835	$ (730,000)	$ 1,497,081	$ (3,281,484)	$ (1,099,553)
DEPT OF CHILD SAFETY	$ 120,017	$ 1,060,535	$ (2,450,000)	$ 1,552,250	$ (1,880,000)	$ 3,407,227	$ (13,815,122)	$ (12,005,093)
DEPT OF EDUCATION	$ 245,667	$ 74,562	$ (100,000)	$ 39,101	$ (52,000)	$ 88,833	$ (628,392)	$ (332,230)
DEPT OF EMERGENCY AND MILITARY AFFAIRS	$ 1,048,090	$ 356,567	$ (567,000)	$ 423,974	$ (210,000)	$ 911,203	$ (3,025,204)	$ (1,062,370)
DEPT OF ENVIRONMENTAL QUALITY	$ 370,005	$ 227,109	$ (75,000)	$ 196,113	$ (90,000)	$ 471,184	$ (1,701,895)	$ (602,483)
DEPT OF FORESTRY AND FIRE MANAGEMENT	$ 3,658,204	$ 1,170,243	$ (889,000)	$ 1,264,413	$ (488,000)	$ 2,539,225	$ (3,604,140)	$ 3,650,945
DEPT OF GAMING	$ 303,882	$ 92,424	$ -	$ 86,462	$ (52,000)	$ 219,611	$ (770,826)	$ (120,448)
DEPT OF HEALTH SERVICES	$ 728,607	$ 204,165	$ (179,000)	$ 189,383	$ (80,000)	$ 447,013	$ (1,804,554)	$ (494,385)
DEPT OF HOUSING	$ 315,368	$ 121,903	$ (54,000)	$ 134,348	$ (60,000)	$ 270,134	$ (372,900)	$ 354,853
DEPT OF INSURANCE AND FINANCIAL INSTITUTIONS	$ 36,413	$ 19,609	$ -	$ 12,130	$ -	$ 45,316	$ (295,267)	$ (181,800)
DEPT OF LIQUOR LICENSES AND CONTROL	$ 171,927	$ 73,367	$ (162,000)	$ 152,817	$ (40,000)	$ 305,227	$ (138,100)	$ 363,238
DEPT OF REVENUE	$ 112,606	$ 12,130	$ -	$ 14,689	$ -	$ 40,208	$ (187,465)	$ (7,832)
DEPT OF VETERANS SERVICES	$ 236,383	$ 141,668	$ -	$ 64,875	$ (86,000)	$ 150,913	$ (464,121)	$ 43,718
DEPT OF WATER RESOURCES	$ 80,741	$ 59,689	$ (60,000)	$ 92,554	$ -	$ 200,922	$ (894,246)	$ (520,340)
EARLY CHILDHOOD DEVELOP AND HEATLH BOARD	$ 57,714	$ 17,257	$ -	$ 17,257	$ -	$ 46,251	$ (150,900)	$ (12,422)
EXPOSITION AND STATE FAIR BOARD	$ 117,856	$ 8,671	$ (25,000)	$ 23,796	$ (100,000)	$ 45,917	$ (304,523)	$ (233,284)
GOVERNOR'S OFFICE	$ 24,647	$ 5,166	$ -	$ 5,166	$ -	$ 16,812	$ (83,300)	$ (31,509)
INDUSTRIAL COMMISSION	$ 235,488	$ 65,313	$ (50,000)	$ 65,032	$ (26,000)	$ 149,514	$ (451,887)	$ (12,540)
JUVENILE CORRECTIONS	$ 448,716	$ 135,000	$ (79,000)	$ 145,198	$ (26,000)	$ 305,537	$ (608,195)	$ 321,256
LAND DEPARTMENT	$ 107,713	$ 66,975	$ (54,000)	$ 55,417	$ -	$ 119,850	$ (381,874)	$ (85,919)
LOTTERY COMMISSION	$ 222,181	$ 10,361	$ (50,000)	$ 14,683	$ -	$ 28,524	$ (100,300)	$ 125,448
MINE INSPECTOR	$ 266,412	$ 107,197	$ (54,000)	$ 83,086	$ -	$ 181,193	$ (334,860)	$ 249,028
OFFICE OF TOURISM	$ 41,317	$ 8,538	$ -	$ 8,538	$ -	$ 20,093	$ (38,800)	$ 39,685
PARKS BOARD	$ 1,153,589	$ 380,565	$ (349,000)	$ 448,325	$ (290,000)	$ 954,461	$ (2,581,583)	$ (283,643)
PIONEERS' HOME	$ 171,673	$ 19,912	$ -	$ 19,912	$ -	$ 73,284	$ (507,817)	$ (223,036)
REGISTRAR OF CONTRACTORS	$ 593,035	$ 143,191	$ (162,000)	$ 151,520	$ (206,000)	$ 289,425	$ (699,429)	$ 109,742
SCHOOL FACILITIES BOARD	$ 4,439		$ -	$ -	$ -	$ -	$ -	$ 4,439
SCHOOLS FOR THE DEAF AND THE BLIND	$ 1,677,331	$ 530,006	$ (379,000)	$ 584,351	$ (182,000)	$ 1,247,772	$ (4,080,310)	$ (601,851)
SECRETARY OF STATE (DEPT OF STATE)	$ 94,285	$ 6,887	$ -	$ 6,887	$ -	$ 13,774	$ -	$ 121,833
SUPREME COURT	$ 252,970		$ -	$ -	$ -	$ -	$ (2,523,600)	$ (2,270,630)
WATER INFRASTRUCTURE FINANCE AUTHORITY OF ARIZONA	$ 7,367	$ 8,037	$ -	$ 8,037	$ -	$ 19,807	$ (48,000)	$ (4,753)
Total	**$ 16,604,459**	$ 6,401,831	$ (6,570,000)	$ 7,293,367	$ (5,092,000)	$ 15,661,123	**$ (49,375,571)**	**$ (15,076,791)**

[1]Replacements required to replace all vehicles older than 7 years and no longer charged a recapitalization fee.

Arizona Department of Transportation

FY 2028 Decision Package

Title: Electronic Contract Management System (eCMS) Replacement

Priority: 19

FTE: 0; **Request:** $814,000

Fund Source:
State Highway Fund – Operating Lump Sum (DT2030/DT58000) $814,000

SUMMARY:
The Arizona Department of Transportation (ADOT) is requesting $814,000 in FY 2028 to initiate the replacement of its 2008 Electronic Contract Management System (eCMS). A recent performance audit formally recommended decommissioning the outdated platform, which has degraded to a passive document repository and can no longer perform core contract management functions. This is a multi-year, phased implementation spanning FY 2028 through FY 2031 with a total estimated project cost of $4,662,100. The replacement is a critical risk-mitigation strategy to ensure compliance with the Arizona Prompt Pay Statute (A.R.S. § 35-342), eliminate 3,432 annual hours of manual shadow processes, protect sensitive contractor Personally Identifiable Information (PII) and taxpayer data, and prevent potential disruption to ADOT's highway construction pipeline. The FY 2028 request of $814,000 is a one-time investment to initiate this multi-year implementation.

BACKGROUND:
eCMS is ADOT's primary system of record for the professional services lifecycle, supporting consultant pre-qualification, contract advertisement, negotiation, modification, and payment processing. The Engineering Consultants Section (ECS) manages 200+ contracts annually, processes more than 700 modifications, and handles approximately 1,900 payment reports per year. Within ADOT's operational flow, eCMS is a prerequisite to highway construction: design and engineering contracts must be finalized before construction projects can be advertised or awarded. This process directly supports the strategic priority to create construction jobs by June 2029.

The current system, implemented in 2008, has reached a state of functional failure. Originally designed as a full contract management system, eCMS now operates under the following conditions:

- **Functional Limitation:** Originally designed to manage the full professional services lifecycle, from consultant pre-qualification through contract closeout and reporting, eCMS has been reduced to a passive document

- **Module Failure:** The eCMS advertising module, the starting point for all ECS contracts, was taken out of service after engineering firms were unable to submit documents or enter information.
- **Manual Workarounds:** Because the system no longer performs automated labor rate verifications or contract balance calculations, ECS is forced to use email, Adobe, MS Word, and Excel to manage contracts.
- **Operational Impact:** These manual "shadow" processes consume an estimated 3,432 staff hours annually across the payments and modifications teams and create legal exposure due to the absence of an auditable, centralized record of project communications.
- **Data Risk:** The system continues to house sensitive and protected data including contractor PII and potential taxpayer information, within an outdated architecture that cannot be updated to modern security standards.

The execution risk for this project has been assessed as High by ADOT's IT Prioritization Committee, citing solution complexity requiring large-scale coordination across multiple business groups (Information Technology Group, Procurement/ECS, and Project Delivery and Operations (PDO)), data sensitivity involving PII and taxpayer information, and the potential for significant system impact on business stakeholders if implementation issues arise. Resourcing analysis also indicates that required IT skill sets have bandwidth constraints that may cause delays. These risk factors reinforce the urgency of beginning the replacement now under a structured, phased approach.

OPTIONS CONSIDERED AND REASONS FOR REJECTION:

Custom Development of a New Engineering Consultant Contract Management (ECCM) System: Custom development is inconsistent with ADOT's strategic direction to utilize cloud-based or COTS software solutions where available. A custom system also carries the same long-term talent retention risk that created the current eCMS crisis, proprietary applications become outdated and require specialized knowledge that may leave with employees.

Minor Upgrade/Patching: The core problem is the system's lack of essential contract management capabilities, tracking modifications, payments, and insurance information. A minor patch would not restore necessary automation or enable the integrations with other ADOT systems required for modern contract management.

Do Nothing: Continuing with current manual processes poses significant, quantifiable risk. Payments remain out of compliance with the Prompt Pay statute, subjecting ADOT to mandatory interest penalties from the State Highway Fund. The system's continued storage of PII and taxpayer data in an unprotected legacy architecture creates ongoing legal and security exposure. A terminal system failure would immediately halt ADOT's ability to bid, modify, or pay for design contracts, stopping the construction pipeline entirely.

RECOMMENDED OPTION:

ADOT recommends a phased four-year transition to a modern, cloud-based ECCM solution that manages ECS contracts cradle-to-grave, from contractor pre-qualification through contract closeout and reporting. The recommended solution leverages the same enterprise platform architecture used by ADOT's Construction Project Delivery System (CPDS) and Maintenance Management System (MMS), creating a unified project lifecycle, where data flows seamlessly from design into construction and long-term maintenance.

Key capabilities and benefits of this approach include:

- **Unified Project Lifecycle Integration:** Eliminates the data gap between divisions. Consultant pre-qualifications and negotiated labor rates from eCMS flow directly into CPDS for construction bidding and into MMS for asset tracking, establishing a "Single Source of Truth" across the Department.
- **Financial Integrity & Statutory Compliance:** Automates labor rate verification and contract balance tracking, ensuring compliance with A.R.S. § 35-342 and preventing avoidable interest penalties paid from the State Highway Fund.
- **Centralized Data Governance:** Centralizes security and encryption of contractor PII and taxpayer information across all contract and construction management tools, reducing ADOT's attack surface.
- **Enhanced Stakeholder Collaboration:** Provides a secure, self-service portal for up to 300 external engineering firms and federal partners (FHWA). A single Master Vendor Record ensures consultant credential and insurance updates are instantly reflected across all connected ADOT systems.

The FY 2028 request of $814,000 initiates Phase 1 by securing the SaaS environment and engaging System Integrator services for workflow mapping and data migration. The full phased budget is:

Cost Category	FY 2028	FY 2029	FY 2030	FY 2031
Software Subscriptions & Licensing	$408,800	$408,800	$429,200	$450,700
ECCM System Integrator Services	$340,000	$2,040,000	$120,000	—
Third-Party Integration Support	$65,200	$319,500	$79,900	—
Total Estimated Cost	**$814,000**	**$2,768,300**	**$629,100**	**$450,700**

IMPACT OF NOT FUNDING IN THIS YEAR:
Impacts of not funding in FY 2028 include:

- **Statutory Non-Compliance:** Payments remain at risk of violating A.R.S. § 35-342 (Prompt Pay), resulting in mandatory interest penalties paid directly from the State Highway Fund.
- **Continued Operational Waste:** 3,432 staff hours per year continue to be consumed by manual processes outside the system, preventing reallocation to core procurement and contract management functions.
- **Legal and Security Exposure:** Continued storage of contractor PII and taxpayer information in a legacy system that cannot be updated to modern security standards increases legal risk and the potential for loss of federal or state funding due to non-compliance.
- **Construction Pipeline Risk:** A terminal failure of the legacy database would eliminate ADOT's administrative capacity to bid, modify, or pay for design contracts, the mandatory prerequisite for all highway construction projects, halting the construction pipeline entirely.
- **Delayed Return on Investment:** Each year of delay extends the phased implementation timeline and postpones the efficiency gains, compliance improvements, and cost savings the replacement delivers.

PROMOTING EQUITABLE OUTCOMES

1. How will Arizona be better as a result of this investment?

   Contract management is a key function of the agency, ADOT is constantly either under or working towards being under contract with a wide variety of service providers, consultants and outside partners. Being able to manage these contracts, from acquiring quotes to the end of the product/service life cycle, is incredibly important for the agency to fulfill its obligations to the public.

2. How does this funding request impact existing equity gaps for historically underserved, marginalized, or adversely affected groups, positively or negatively?

   In compliance with the Federal Highway Administration's (FHWA) and other funders' federal nondiscrimination regulations, ADOT adheres to the Title VI of the Civil Rights Act of 1964, the Americans with Disabilities Act, On the Job Training (OJT), and Disadvantaged Business Enterprise (DBE) programs 49 CFR Part 26.

   ADOT provides all public groups, including historically underserved, marginalized, or those adversely affected, the opportunity to participate in the transportation decision-making process during any major highway study or project undertaken. The ADOT Public Involvement Plan (PIP) serves as a central resource for ADOT's public involvement practices and procedures to support transportation project planning, programming and delivery, as well as operations and maintenance activities. The PIP outlines the Department's public involvement guidelines to ensure compliance with federal and state laws and regulations.

3. How has the department included voices/feedback in the decision-making process of people that will be directly impacted by the spending plan implementation and the groups that will be targeted? How has this input affected the request?

   The development of ADOT's Five-Year Transportation Program involves extensive public outreach and participation, all of which is documented. The ADOT Five Year Program review and approval process includes a formal public comment period, following a presentation to the State Transportation Board and the release of the tentative Five-Year Program annually in March. This is followed by a Public Hearing of the State Board in May, and Board review of all public comments received at the June study session, before gaining final approval from the Board. ADOT often makes adjustments to the final program based on public comments received. ADOT places a state-required newspaper advertisement to notify the public of the public hearing and opportunity to comment on the tentative program and conducts additional extensive outreach through its GovDelivery email platform, social media and news releases. During the NEPA study and project design phase, ADOT notifies adjacent and nearby residents, property owners, businesses and travelers in the project area of the planned project and opportunities to provide comments on the project study and design plans. Multiple methods are used to notify interested and affected members of the public for a project, and project materials are provided in other languages based on the languages spoken in the affected community. This input is documented in public involvement summary reports and shared with the study/project team for project decision making. This decision-making process is designed to be inclusive to represent the interests of all interested and affected parties in new or rehabilitated infrastructure.

OUTCOMES SUPPORTED:
This issue incorporates the Governor's Priorities as shown below:

- Infrastructure

This issue also incorporates ADOT's agency business plan strategies as follows:

- Develop 3-5 year maintenance and operations plans for the transportation system

PERFORMANCE MEASURES TO QUANTIFY SUCCESS OF THE SOLUTION:

- **Process Efficiency:** Reallocate an estimated 3,432 annual staff hours currently consumed by manual processes (rate verification, contract balance tracking, external file management) back to core procurement functions.
- **Statutory Compliance:** Eliminate instances of Prompt Pay statute (A.R.S. § 35-342) non-compliance and associated interest penalties within 12 months of system go-live.
- **System Integration:** Successfully integrate the new ECCM with CPDS and MMS, establishing a Single Source of Truth for the full project lifecycle from design to construction to maintenance.
- **Data Integrity & Migration:** Achieve accurate migration of historical data with minimal downtime during transition; ensure all project communications and records are securely stored and retrievable.
- **External Stakeholder Access:** Deploy a functional self-service portal accessible to up to 300 external engineering firms and federal partners (FHWA, MAG, cities, counties) within the implementation timeline.
- **Security:** Eliminate storage of contractor PII and taxpayer information in the legacy system; centralize data protection under the new shared platform architecture.

STATUTORY REFERENCE (N/A if not applicable to issue):
A.R.S. § 35-342, Arizona Prompt Pay Statute

EQUIPMENT TO BE PURCHASED IF APPLICABLE:
N/A

CLASSIFICATION OF POSITIONS:
N/A

PROJECT INVESTMENT JUSTIFICATION (PIJ): The draft PIJ (DT27007) is available upon request.

ANNUALIZATIONS:
Estimated future-year requests: FY 2029 - $2,768,300; FY 2030 - $629,100; FY 2031 - $450,700 (ongoing software subscription). The FY 2031 amount represents the expected steady-state annual software subscription cost following full implementation.

ARIZONA
DEPARTMENT OF ADMINISTRATION
ARIZONA STRATEGIC ENTERPRISE TECHNOLOGY

Project Investment Justification

Electronic Contract Management System (eCMS) ,

DT27007

Department of Transportation

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1. GENERAL INFORMATION

PIJ ID: DT27007
PIJ Name: Electronic Contract Management System (eCMS) ,
Account: Department of Transportation
Business Unit Requesting: Procurement
IT Goal: Application Modernization
Sponsor: Korina Lopez
Sponsor Title:
Sponsor Email: klopez7@azdot.gov
Sponsor Phone:

2. BUSINESS JUSTIFICATION

Please describe the specific operational issue or business need that this initiative seeks to address within the Agency.

ADOT's Engineering Consultants Section (ECS) relies on the Electronic Contract Management System (eCMS) as its primary system of record for consultant pre-qualification, contract advertisement, negotiation, modification, and payment processing. The system which was implemented in 2008 has reached a point where it fails to perform the core business function required to support ADOTs professional services. Because Key modules have failed such as the Advertising Module, which is the starting point for all ECS contracts was taken out of service after engineering firms were unable to submit documents or enter information. Staff are forced to rely on manual workarounds such as Email, Adobe, MS Word and Excel to manage these contracts. These shadow processes consume an estimated 3,432 staff hours per year. On an annual basis, ECS manages over 200 contracts, 700 modifications and 1900 payment reports all of which suffer delays due to manual processes and workarounds. Due to the lack of automated rate verification and balance tracking, the potential for errors increases leading to a status of non-compliance with the Prompt Pay Statute triggering mandatory interest penalties. Additionally, eCMS continues to store contractor PII and taxpayer information in an outdated architecture that cannot be updated to modern security standards creating legal issues and cybersecurity risks. Without replacement, ADOT faces ongoing operational waste, compliance risk and the ability to bid, modify or pay for design contracts directly impacting the statewide construction pipeline. Each year of delay extends the phased implementation timeline and postpones the efficiency gains, compliance improvements, and cost savings the replacement delivers.

Describe the specific benefits that the State and/or the Agency will realize.

Replacing eCMS will deliver measurable operational, financial and service delivery benefits for ADOT and the State. Increased throughput and reduced delays will result from no longer relying on manual workarounds for areas such as rate verification, contract balance, tracking and external file management. Due to the reduction of these shadow processes, an estimated 3432 annual staff hours can be redirected to core procurement and contract management activities.

Key capabilities and benefits of this approach include:

Financial Integrity: Statutory Compliance: Automates labor rate verification and contract balance tracking, ensuring compliance with A.R.S. § 35-342 and preventing avoidable interest penalties paid from the State Highway Fund. Centralized Data Governance: Centralizes security and encryption of contractor PII and taxpayer information across all contract and construction management tools, reducing ADOT's attack surface.

Enhanced Stakeholder Collaboration: Provides a secure, self-service portal for up to 300 external engineering firms and Federal Highway Administration (FHWA). A single Master Vendor Record ensures consultant credential and insurance updates are instantly reflected across all connected ADOT systems.

System Integration: Successfully integrate the new Engineering Consultant Contract Management (ECCM) with the Construction Project Delivery System (CPDS) and Maintenance Management System (MMS), establishing a Single Source of Truth for the full project lifecycle from design to construction to maintenance.

Describe the proposed solution.

ADOT proposes a phased, four year replacement of the legacy Electronic Contract Management System (eCMS) with a modern, cloud based Engineering Consultant Contract Management (ECCM) solution. The new system will manage consultant contracts from contractor pre-qualification through contract closeout and reporting. The first year of the project, funded by the FY 2028 request initiates Phase 1 by securing the SaaS environment and engaging System Integrator services for workflow mapping and data migration. This System Integrator will configure workflows, migrate historical data, rebuild contract modules and integrate ECCM with ADOTs Construction Project Delivery System and Maintenance Management System. Third party integration support will ensure the new system connects properly with ADOTs enterprise tools and supports a seamless project lifecycle.

The total project cost is $4,662,100 across FY 2028 through FY 2031 with $814,000 requested in FY 2028 for software licensing integrator services and integration support. Subsequent years will fund major system build out, testing, migration anf final deployment with FY 2031 representing the steady state annual subscription cost.

Have the appropriate steps been taken to validate that the existing technology documentation is accurate and sufficient to inform the detailed design and implementation plan for the proposed solution?

No

Please provide a detailed description of the current technology stack, including hardware, software, network infrastructure, any relevant integrations.

.

Have the business requirements and any identified technology requirements for this initiative been gathered and finalized?

Yes

Please explain how quantities, timelines, and costs for this project were determined (e.g., number of licenses, required disk capacity, estimated hours for professional services) for the proposed solution.

Based on ADOT project requirements

3. PROCUREMENT METHOD

Please confirm which procurement method was utilized for this project?

Please provide an explanation of the procurement method.

Three Vendor Quotes

Please provide a detailed explanation and any supporting documentation (e.g., emails for disqualified vendors, sole vendor exception form).

What steps have been taken to guarantee that all work involving access to State of Arizona data remains strictly with U.S. territories and in accordance with all governing contractual conditions?

Does your agency have experience with proposed vendor for a project with similar scope or technology?

Please explain if this is a new vendor for your agency or if they lack proven success with similar situations. This helps us understand potential risks.

Please provide the existing state contract number. If not applicable, enter N/A.

If a staff augmented contractor is being utilized, please provide the hourly rate and the total hours committed to this project.

4. VENDOR INFORMATION

Vendor Name

Vendor Contact Name

Vendor Contact Phone

Vendor Contact Email

5. TECHNOLOGY

Within this proposed solution, are there any components—such as specific software tools, cloud services, or infrastructure—that represent technology that is new or unfamiliar to your agency?

Yes

Please briefly describe the new/unfamiliar technology and whether your agency has prior experience with it.

Will this project utilize or replace an existing technology solution within your agency?

Yes

Please briefly describe the existing technology that's being replaced and why this new solution is needed (e.g., outdated system, new capabilities required).

eCMS is an outdated legacy system currently serving as a limited document repository for contractor management and prequalification between procurement and PDO. Replacing it with a modern platform will improve contractor oversight, automate agreement and document lifecycle management and improve efficiency across procurement processes.

Does this project require multiple system interfaces (e.g., APIs, data exchange with other external or application systems/agencies or other internal systems/divisions)

Yes

Please explain multiple system interfaces.

Will the solution require custom development to meet your agency's needs (not just out-of-the-box use)?

No

Please provide more information and explain how you plan to sustain the solution long term.

Does the project require the purchase of hardware equipment?

No

Does the project require replacing and/or upgrading servers or appliance hardware?

No

Has a cloud exception form been executed?

Have any compatibility issues been identified between the proposed solution and the existing environment, e.g., upgrade to server needed before new COTS solution can be installed?

No

Describe the issues that were identified and how they have been/will be resolved, or whether an ADOA-ASET representative should contact you.

Does the proposed solution and associated costs include provisions for failover and disaster recovery backup and recovery strategy to ensure a continuous operation in case of an outage?

No

Please explain why not, or what alternative plans are in place.

Has your agency determined that this project is in compliance with all applicable statutes, regulations, policies, standards & procedures (e.g., for network, security, platform, software, data)?

Yes

Please explain project compliance issues.

Will the Project have any AI Components?

No

Has the tool/platform been approved by the AI Committee Review Process?

6. SECURITY & DATA PRIVACY

Where will the proposed solution be hosted?

Please explain where the proposed solution will be hosted.

Name of Environment

Has FedRAMP or GovRamp security authorization been obtained or initiated?

If applicable, has a System Security Plan (draft or finalized version) been provided to AZDOHA GRC (grc@azdohs.gov)?

Vendor/State Employee Security Contact Name

Vendor/State Employee Security Contact Email

Vendor/State Employee Security Contact Phone

Vendor/State Employee Security Contact Title

Will any Confidential state data as defined in the 8110 Statewide Data Classification Policy be transmitted, stored, or processed within this system?

Describe what security infrastructure/controls are/will be put in place to safeguard this data.

Does this project involve collecting, moving, or changing how your agency manages data?

Describe below what security infrastructure/controls are/will be put in place to safeguard this data.

Please explain the specific mechanisms for how data will be collected, moved, or managed. (For example: Describe any technical processes like ETL (Extract, Transform, Load), data- cleansing steps, or changes to data governance and storage.)

Please provide the name of the individual from your agency who will serve as the Data Owner for this project.

Please provide the email address of the individual from your agency who will serve as the Data Owner for this project.

Does your project utilize a business glossary?

Does your project utilize a Data Dictionary?

Does your project utilize a Data catalog?

Does your project utilize Data Models (Conceptual, Logical, Physical)?

Does your project utilize Data Flow/Data Lineage Diagrams? Please note, this is different from the system flow diagram that is requested as part of the System Security Plan (SSP).

Are other relevant data-related documents or artifacts not listed above that your project utilizes to support its implementation?

Please specify or explain other relevant data-related documents or artifacts.

7. SCHEDULE

Does a comprehensive project plan/schedule exist that clearly outlines the project's scope, objectives, deliverables and key milestones with estimated start/end dates?

Estimated Start Date

07/01/27

Estimated Finish Date

06/30/29

Milestone / Task	Estimated Start Date	Estimated Finish Date

8. BUDGET & FINANCIALS

Have the estimated ongoing support costs for sustaining the proposed solution over a five-year lifecycle, post implementation, been determined?

Yes

Please Explain

Does the allocated funding for this project include a contingency for potential cost overruns or changes in scope?

No

Base Budget (Available)	Base Budget % of Project	Base Budget Start Date	Base Budget End Date
$3,582,300	100%	07/01/27	06/30/29
APF (Available)	**APF % of Project**	**APF Funds Start Date**	**APF Funds End Date**
	0%		
Grant Funds (Available)	**Grant Funds % of Project**	**Grant Funds Start Date**	**Grant Funds End Date**
	0%		
Federal Funds (Available)	**Federal % of Project**	**Federal Funds Start Date**	**Federal Funds End Date**
	0%		
Other Appropriated (Available)	**Other Appropriated % of Project**	**OAF Start Date**	**OAF End Date**
	0%		
Other Non-Appropriated (Available)	**Other Non-Appropriated % of Project**	**O-NAF Start Date**	**O-NAF End Date**
	0%		

Description	PIJ Category	Cost Type	Fiscal Year Spend	Funding Source	Quantity	Unit Cost	Extended Cost	Tax Rate	Tax	Total Cost
ECCM System Integrator Services	Professional & Outside Services	Development	1	Non-APF	1	$340,000	$340,000	0%	$0	$340,000
Software	Software	Operati	4		1	$450,700	$450,700	0%	$0	$450,700

Subscriptions & Licensing (Tax Included)		onal		Non-APF						
ECCM System Integrator Services	Professional & Outside Services	Development	2	Non-APF	1	$2,040,000	$2,040,000	0%	$0	$2,040,000
Software Subscriptions & Licensing. (Tax Included)	Software	Development	1	Non-APF	1	$408,800	$408,800	0%	$0	$408,800
Third-Party Integration Support	Professional & Outside Services	Development	1	Non-APF	1	$65,200	$65,200	0%	$0	$65,200
Software Subscriptions & Licensing (Includes Tax)	Software	Development	2	Non-APF	1	$408,800	$408,800	0%	$0	$408,800
Third-Party Integration Support	Professional & Outside Services	Development	2	Non-APF	1	$319,500	$319,500	0%	$0	$319,500
Software Subscriptions & Licensing (Tax Included)	Software	Operational	3	Non-APF	1	$429,200	$429,200	0%	$0	$429,200
ECCM System Integrator Services	Professional & Outside Services	Operational	3	Non-APF	1	$120,000	$120,000	0%	$0	$120,000
Third-Party Integration Support	Professional & Outside Services	Operational	3	Non-APF	1	$79,900	$79,900	0%	$0	$79,900

9. POTENTIAL IMPACT

Are there resource availability conflicts (e.g., skilled staff, cloud capacity) impacting project delivery or optimization?

Resource Conflicts Explanation

Does the schedule depend on other projects, procurements, or critical external system readiness?

Schedule Dependencies Explanation

Will implementation involve significant changes to user interface, functionality, or workflow?

UI Changes Explanation

Will the solution change public-facing applications, APIs, or data access?

Public Facing Explanation

Which main technology area does this project primarily involve?

In simple terms, please describe how this project will impact or change your agency's technology, systems, or services.

10. PROJECT

What formal project management methodology (e.g., Agile, Waterfall, Hybrid) does your agency employ for IT projects?

Clearly describe & define the roles, responsibilities, and accountability for the Agency, all external vendors, and any third-party stakeholders.

How does this project explicitly align with and contribute to your agency's current IT Strategic Plan and the state's broader IT modernization roadmap (e.g., cloud-first, AI initiatives)?

Project Manager Name

Project Manager Email

Will the Project Manager be filling out the Status Reporting?

This is the name of the individual responsible for submitting status reports.

This is the email address for the individual responsible for submitting status reports.

Risk Number	Name	Status	Description	Probability	Impact	Date Opened	Date Mitigated	Date Closed	Mitigation Plan

11. PROJECT SUCCESS

Please provide at least one quantifiable key performance indicator (KPI) to measure overall project success and the results or impact of the business activity in terms of generated benefits (e.g., increased productivity, improved customer service, etc.). This should include a current baseline. An example of a KPI would be: *Increase customer satisfaction from 5% to 10%, 30 days after project close.*

Please confirm the Responsible Owner for the KPI. This person will be responsible for providing KPI metrics after project implementation.

Responsible Owner Email

12. PIJ REVIEWERS

Agency Project Sponsor

Agency Project Sponsor Email

Agency Project Sponsor Approval Date

Agency CIO (or designee)

Agency CIO (or designee) Email

Agency CIO (or designee) Approval Date
{{PIJ_SUBMISSION_AGENCY_CIO_APPROVAL_DATE} \@ MM/dd/yy }

Agency ISO (or designee)

Agency ISO (or designee) Email

Agency ISO (or designee) Approval Date

Agency CFO (or Financial Designee)

Agency CFO (or Financial Designee) Email

Agency CFO (or Financial Designee) Approval Date

Agency SPO Representative

Agency SPO Representative Email

Agency SPO Representative

Arizona Department of Transportation

FY 2028 Decision Package

Title: Technical Adjustments

Priority: 20

FTE: 0; **Request:** ($24,716,600)

Fund Source:	
State Highway Fund – Operating Lump Sum (DT2030/DT58000)	($6,450,200)
State Highway Fund – Highway Maintenance SLI (DT2030/DT58170)	($860,500)
State Highway Fund – FAST System Replacement SLI (DT2230/DT59611)	($6,844,600)
State Fleet Operations Fund – State Fleet Operations SLI (DT4071/DT55620)	($4,200,000)
State Fleet Replacement Fund – State Fleet Vehicle Replacement SLI (DT4072/DT55630)	($6,361,300)

SUMMARY:
Every year, the Arizona Department of Transportation (ADOT) has several funds with a net change in expenditures. Expenditures vary for a variety of reasons, including the elimination of one-time funding sources, year-to-year variations in grants or other funding sources, and the completion of projects. This issue adjusts ADOT's base to correspond to these changes.

BACKGROUND:
In FY 2028, the Arizona Department of Transportation (ADOT) has 6 projects and programs from FY 2027 that require the elimination of one-time funding.

Changes in disbursements and expenditures are projected for the following projects and programs:

- One-Time MVD Security System
- One-Time Increase Fueling Utilization
- One-Time Construction Management System Replacement Funding
- One-Time Maintenance Management System Replacement Phase 2
- One-Time I-17 Flex Lane Maintenance Cost
- One-Time State Fleet Vehicle Replacement Adjustment
- One-Time Risk Management Increase

Further information on these projects and programs can be found in the *FY 2027 Appropriations Report*.

OPTIONS CONSIDERED AND REASONS FOR REJECTION:
No other option has been considered. This is a technical issue that does not require additional funding or legislative approval.

RECOMMENDED OPTION:
ADOT is reporting an expenditure decrease of ($24,716,600) due to year-to-year changes in expenditures from FY 2027 to FY 2028. The following funds are impacted due to one-time funding appropriated in FY 2027:

Issue	Amount
One-Time MVD Security System	($563,100)
One-Time Increased Fueling Utilization	($4,200,000)
One-Time Construction Management System Replacement Funding	($6,844,600)
One-Time Maintenance Management System Replacement Phase 2	($4,570,600)
One-Time I-17 Flex Lane Maintenance Cost	($860,500)
One-Time State Fleet Vehicle Replacement Adjustment	($6,361,300)
One-Time Risk Management Increase	($1,316,500)
Total	**($24,716,600)**

Fund	Amount
State Highway Fund (DT2030)	(14,155,300)
State Fleet Operations Fund (DT4071)	(4,200,000)
State Fleet Replacement Fund (DT4072)	(6,361,300)
Total	**($24,716,600)**

<u>One-Time MVD Security System (DT2030) – ($563,100)</u>
ADOT was appropriated $563,100 in FY 2027 to upgrade the security systems at 5 MVD offices throughout the State. This is the final phase of a 5-phase project.

<u>One-Time Increased Fueling Utilization (DT4071) – ($4,200,000)</u>
ADOT was appropriated $4,200,000 in FY 2027 to account for increased utilization of ADOT fueling facilities by other state agencies.

<u>One-Time Construction Management System Replacement Funding (DT2030) – ($6,844,600)</u>
ADOT was appropriated $6,844,600 in FY 2027 to replace its construction management IT system. This is phase 3 of a 4-phase project.

<u>One-Time Maintenance Management System Replacement Funding (DT2030) – ($3,222,500)</u>
ADOT was appropriated $4,570,600 in FY 2027 to replace its maintenance management system. This is phase 2 of a 3-phase project intended to replace the IT system utilized to track roadway maintenance projects.

<u>One-Time I-17 Flex Lane Maintenance Costs (DT2030) – ($860,500)</u>
ADOT was appropriated $1,142,000 in FY 2027, of which $860,500 in one-time, for continued maintenance of flex lane miles along Interstate 17 from Anthem to Sunset Point. This funding is to cover the cost of a third party to maintain the new lane miles.

One-Time State Fleet Vehicle Replacement Adjustment (DT4072) – ($6,361,300)
ADOT was appropriated $6,361,300 in FY 2027 for state fleet vehicle replacement costs, intended to replace 237 vehicles across 25 agencies in the state fleet. In addition, it will be utilized to replace 47 vehicles ordered in FY 2026 that have not yet been received.

One-Time Risk Management Increase (DT2030) – ($1,316,500)
ADOT was appropriated $1,316,500 in FY 2027 to pay a portion of its risk management premium.

IMPACT OF NOT FUNDING IN THIS YEAR:
This is a technical issue that does not require additional funding or legislative approval.

PROMOTING EQUITABLE OUTCOMES

1. How will Arizona be better as a result of this investment?

   Not applicable. This is a technical issue to remove one-time funding from ADOT's base.

2. How does this funding request impact existing equity gaps for historically underserved, marginalized, or adversely affected groups, positively or negatively?

   Not applicable. This is a technical issue to remove one-time funding from ADOT's base.

3. How has the department included voices/feedback in the decision-making process of people that will be directly impacted by the spending plan implementation and the groups that will be targeted? How has this input affected the request?

   Not applicable. This is a technical issue to remove one-time funding from ADOT's base.

OUTCOMES SUPPORTED:
This issue incorporates the Governor's Priorities as shown below:

- not applicable – this is a technical issue

This issue also incorporates ADOT's agency business plan strategies as follows:

- develop 3-5 year maintenance and operations plans for the transportation system
- increase MVD/ECD capacity to serve customers

PERFORMANCE MEASURES TO QUANTIFY SUCCESS OF THE SOLUTION:
This is a technical issue that does not impact performance measures.

STATUTORY REFERENCE (N/A if not applicable to issue):
A.R.S. § 35-142: Monies kept in funds separate from state general fund, receipt and withdrawal.
A.R.S. § 28-409: Agreements with public and private entities, fund.

EQUIPMENT TO BE PURCHASED IF APPLICABLE: N/A

CLASSIFICATION OF POSITIONS: N/A

PROJECT INVESTMENT JUSTIFICATION (PIJ): N/A

ANNUALIZATIONS: N/A

Arizona Department of Transportation

FY 2028 Decision Package

Title: Highway Maintenance - Inflation

Priority: 21

FTE: 0; **Request:** $0

Fund Source:

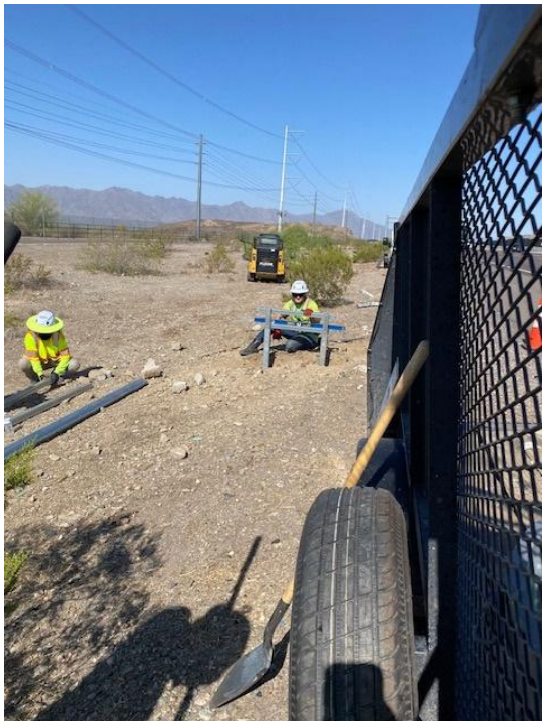
State Highway Fund – Maintenance SLI (DT2030/DT58170)	$0
State Highway Fund – Preventive Surface Treatments SLI (DT2030/DT55925)	$0

SUMMARY

Arizona's highway system is essential to Arizona residents and their ability to go to work, recreate, and carry on their daily lives. Annual inflation increases the cost to maintain the state highway system. When highway maintenance funding is not adjusted for inflation, Arizona Department of Transportation (ADOT) is not able to complete as many maintenance activities each year, creating a backlog of maintenance projects. This is a baseline issue for ADOT that is revisited annually.

BACKGROUND:

Over the past three fiscal years, FY 2025 through FY 2027, ADOT's 5-Year Highway Construction Program has expanded significantly, growing from $7.9 Billion to $11.3 Billion, marking a 43% increase. ADOT aims to sustain this taxpayer investment in Arizona's highway infrastructure.



Inflation increases the cost to maintain the state highway system. ADOT's construction program considers inflation when developing budgets for transportation projects. Often the maintenance activities use very similar – if not the same – materials as construction activities, yet the Highway Maintenance Special Line Item (SLI) and Preventative Surface Treatment SLI budgets have not historically been appropriated additional funds annually to account for the increased cost resulting from inflation. Inflation results in increased costs to maintain highways and decreases the amount of maintenance activities that can be completed annually.

While the impact of inflation continued to slow, materials needed to perform highway maintenance have seen a 0.03% price increase during this period according to the National Highway Construction Cost Index (NHCCI) Index. Exhibit 1 outlines the latest data from the Federal Highway Administration (FHWA).

FHWA uses the chained Fisher Ideal Index method to produce the National Highway Construction Cost Index (NHCCI). This method accounts for variations of goods within a market as relative prices adjust, reflecting the idea that entities make substitutions within product categories. “Over time, the market basket evolves, and the Fisher Ideal Index captures this dynamic explicitly. FHWA adopts this approach because the government’s purchasing patterns in highway construction projects are influenced by rising input costs, potentially altering the mix or timing of projects” (Administration, 2026).

The NHCCI reflects the varying mix of inputs over time, appropriate for measuring highway construction costs. FHWA monitors these changes to maintain an accurate cost index for all highway projects. Inflation affects the purchasing power of maintenance funds annually. ADOT utilizes the NHCCI Index for the most recently published calendar year to calculate the increased costs in the Highway Maintenance SLI. The table below reflects that construction prices increased by 0.03% during the period of 2024 Q4 through 2025 Q4 (Administration, 2026).

Construction Cost Index (Using 2024 as Base Year)		
Calendar Year	**NHCCI**	**% Change from Base Quarter**
CY 2024 Q4 - Base	1.0000	-
CY 2025 Q1	0.9783	-2.17%
CY 2025 Q2	0.9929	-0.71%
CY 2025 Q3	1.0232	2.32%
CY 2025 Q4	1.0003	0.03%

CY 2024 Q4- 2025 Q4 Inflation %	0.03%

As the cost of materials continues to climb, it becomes more difficult to allocate necessary resources to ensure the roads are properly maintained. ADOT requests annual, ongoing adjustments to address inflation, which is crucial for improving overall safety and functionality of roads that Arizonans, tourists, and business partners can depend upon.

ADOT requests that the NHCCI average rate of inflation from the most recently published year be applied to the maintenance appropriations annually. Please refer to the “recommended option” for further details.

OPTIONS CONSIDERED AND REASONS FOR REJECTION:

One alternative is to take no action. The status quo does not adequately safeguard the taxpayer investment in the state highway system and results in deferred maintenance. This alternative was rejected because it is not a prudent nor cost-effective approach for the following:

- Preserving the public investment in the State’s transportation infrastructure
- Improving roadway conditions
- Ensuring the safety of highway users

Further, the absence of additional funding for inflation means that routine maintenance to extend the life expectancy of the existing state highway system will not be performed and will be deferred. Deferred maintenance leads to additional problems where repairs can potentially become more expensive and difficult to address. This approach is costlier in the long run, diminishes the road's life span, and leads to a decline in the health of the State's highway infrastructure.

RECOMMENDED OPTION:
ADOT is not requesting funding in FY 2028. Highway Maintenance inflation is a baseline issue for ADOT, and ADOT is submitting this $0 issue to reflect that.

Special Line Item	FY 2027 Appropriation	Inflation %	FY 2028 Request
Highway Maintenance SLI			
Payroll Budget	$78,655,500	0.00%	$0
Operating Budget (non-payroll)	$120,032,000	0.03%	$37,100
Highway Maintenance SLI Total	$198,687,500		$37,100
Preventative Surface Treatment SLI			
Payroll Budget	$1,057,500	0.00%	$0
Operating Budget (non-payroll)	$35,084,500	0.03%	$10,900
Preventive Surface Treatment SLI Total	$36,142,000		$10,900

Total FY 2028 Request[1]	$48,000

[1] FY 2028 inflation percentage of 0.03% is down 3.72% from the FY 2027 percentage of 3.75%. ADOT is submitting a $0 based issue for FY 2028.

In FY 2027, maintenance appropriations were appropriated $5,201,600 to fund the 3.75% inflation that had occurred in CY 2024. ADOT requests that the NHCCI average rate of inflation from the most recently published year be applied to the maintenance appropriations annually.

IMPACT OF NOT FUNDING IN THIS YEAR:
ADOT requires adequate funding to perform all necessary maintenance work. When maintenance activities are deferred, they can become costlier and more time-consuming.

ADOT is able to capture the inflation of materials that are used to maintain the highway through the NHCCI index. ADOT utilizes this index to provide a consistent calculation methodology. Exhibit 1 shows the increases in the NHCCI for this period.

PROMOTING EQUITABLE OUTCOMES

1. How will Arizona be better as a result of this investment?

   Investing in ADOT's highway maintenance to address inflation-driven cost increases ensures Arizona's highways remain safe, reliable, and economically competitive. Timely maintenance prevents costlier future repairs, supports efficient freight and commuter travel, and preserves critical infrastructure that connects communities and drives statewide commerce. This

investment protects taxpayer assets, sustains mobility, and strengthens Arizona's economic resilience.

2. How does this funding request impact existing equity gaps for historically underserved, marginalized, or adversely affected groups, positively or negatively?

   In compliance with the Federal Highway Administration's (FHWA) and other funders' federal nondiscrimination regulations, ADOT adheres to the Title VI of the Civil Rights Act of 1964, the Americans with Disabilities Act, On the Job Training (OJT), and Disadvantaged Business Enterprise (DBE) programs 49 CFR Part 26.

   ADOT provides all public groups, including historically underserved, marginalized, or those adversely affected, the opportunity to participate in the transportation decision-making process during any major highway study or project undertaken. The ADOT Public Involvement Plan (PIP) serves as a central resource for ADOT's public involvement practices and procedures to support transportation project planning, programming and delivery, as well as operations and maintenance activities. The PIP outlines the Department's public involvement guidelines to ensure compliance with federal and state laws and regulations.

3. How has the department included voices/feedback in the decision-making process of people that will be directly impacted by the spending plan implementation and the groups that will be targeted? How has this input affected the request?

   The development of ADOT's Five-Year Transportation Program involves extensive public outreach and participation, all of which is documented. The ADOT Five Year Program review and approval process includes a formal public comment period, following a presentation to the State Transportation Board and the release of the tentative Five-Year Program annually in March. This is followed by a Public Hearing of the State Board in May, and Board review of all public comments received at the June study session, before gaining final approval from the Board. ADOT often makes adjustments to the final program based on public comments received. ADOT places a state-required newspaper advertisement to notify the public of the public hearing and opportunity to comment on the tentative program and conducts additional extensive outreach through its GovDelivery email platform, social media and news releases. During the NEPA study and project design phase, ADOT notifies adjacent and nearby residents, property owners, businesses and travelers in the project area of the planned project and opportunities to provide comments on the project study and design plans. Multiple methods are used to notify interested and affected members of the public for a project, and project materials are provided in other languages based on the languages spoken in the affected community. This input is documented in public involvement summary reports and shared with the study/project team for project decision making. This decision-making process is designed to be inclusive to represent the interests of all interested and affected parties in new or rehabilitated infrastructure.

OUTCOMES SUPPORTED:

This issue incorporates the Governor's Priorities as shown below:

- affordable and thriving economy
- infrastructure

This issue also incorporates ADOT's agency business plan strategies as follows:

- develop 3-5 year maintenance and operations plans for the transportation system

PERFORMANCE MEASURES TO QUANTIFY SUCCESS OF THE SOLUTION:

- Percent of preventive maintenance performed on schedule.
- Level-of-service condition measurements.

STATUTORY REFERENCE (N/A if not applicable to issue):
A.R.S. § 28-332.3: Department of transportation jurisdiction, duties, divisions.

EQUIPMENT TO BE PURCHASED IF APPLICABLE: N/A

CLASSIFICATION OF POSITIONS: N/A

PROJECT INVESTMENT JUSTIFICATION (PIJ): N/A

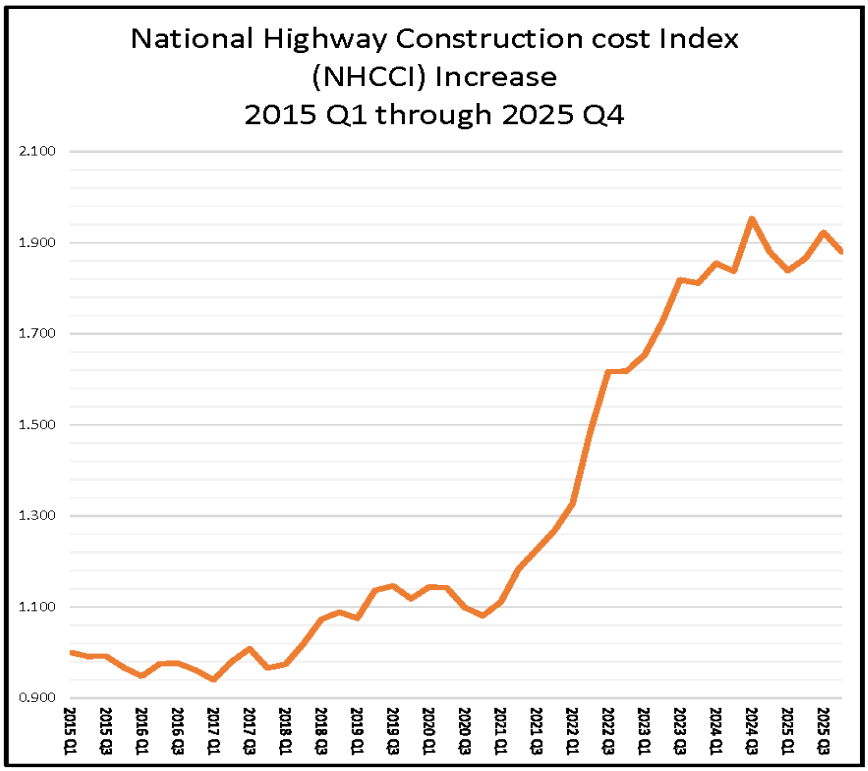
ANNUALIZATIONS: N/A

REFERENCES:
1. Administration, F. H. (2026, July 19). Retrieved from U.S Department of Transportation: https://explore.dot.gov/views/NHIInflationDashboard/NHCCI_1?%3Aiid=1&%3Aembed=y&%3AisGuestRedirectFromVizportal=y&%3Adisplay_count=n&%3AshowVizHome=n&%3Aorigin=viz_share_link

Exhibit 1
National Highway Construction Cost Index (NHCCI)
US Department of Transportation; Federal Highway Administration

The Federal Highway Administration's NHCCI is a quarterly price index intended to measure the average changes in the prices of highway construction costs over time. Cost increases have continued to slow. Since the beginning of 2025 cost rose only 0.03%.
Source:
https://explore.dot.gov/views/NHIInflationDashboard/NHCCI_1?%3Aiid=1&%3Aembed=y&%3AisGuestRedirectFromVizportal=y&%3Adisplay_count=n&%3AshowVizHome=n&%3Aorigin=viz_share_link

Year, Quarter	NHCCI Index	2013 Q2 Base	Quarter %
2015 Q1	1.720	1.000	-
2015 Q2	1.705	0.991	-0.87%
2015 Q3	1.706	0.992	0.06%
2015 Q4	1.663	0.967	-2.52%
2016 Q1	1.631	0.948	-1.92%
2016 Q2	1.677	0.975	2.82%
2016 Q3	1.680	0.977	0.18%
2016 Q4	1.653	0.961	-1.61%
2017 Q1	1.617	0.940	-2.18%
2017 Q2	1.685	0.980	4.21%
2017 Q3	1.734	1.008	2.91%
2017 Q4	1.661	0.966	-4.21%
2018 Q1	1.675	0.974	0.84%
2018 Q2	1.752	1.019	4.60%
2018 Q3	1.845	1.073	5.31%
2018 Q4	1.873	1.089	1.52%
2019 Q1	1.849	1.075	-1.28%
2019 Q2	1.955	1.137	5.73%
2019 Q3	1.972	1.147	0.87%
2019 Q4	1.923	1.118	-2.48%
2020 Q1	1.968	1.144	2.34%
2020 Q2	1.964	1.142	-0.20%
2020 Q3	1.890	1.099	-3.77%
2020 Q4	1.859	1.081	-1.64%
2021 Q1	1.911	1.111	2.80%
2021 Q2	2.036	1.184	6.54%
2021 Q3	2.108	1.226	3.54%
2021 Q4	2.181	1.268	3.46%
2022 Q1	2.283	1.327	4.68%
2022 Q2	2.555	1.485	11.91%
2022 Q3	2.782	1.617	8.88%
2022 Q4	2.783	1.618	0.04%
2023 Q1	2.843	1.653	2.16%
2023 Q2	2.968	1.726	4.40%
2023 Q3	3.129	1.819	5.42%
2023 Q4	3.116	1.812	-0.42%
2024 Q1	3.190	1.855	2.37%
2024 Q2	3.161	1.838	-0.91%
2024 Q3	3.359	1.953	6.26%
2024 Q4	3.233	1.880	-3.75%
2025 Q1	3.163	1.839	-2.17%
2025 Q2	3.21	1.866	1.49%
2025 Q3	3.308	1.923	3.05%
2025 Q4	3.234	1.880	-2.24%



According to the NHCCI index construction prices have increased as follows:
(2024 Q4 NHCCI Index)/(Prior NHCCI Index) - 1

% Increase from 2015 Q1 to 2025 Q4 - 88.0%

% Increase from 2020 Q1 to 2025 Q4 - 64.3%

% Increase from 2024 Q1 to 2025 Q4 - 1.4%

% Increase from 2024 Q4 to 2025 Q4 - 0.03%

Funding Issue List

Agency: **Department of Transportation**

Priority	Funding Issue Title	FY 2027 Total FTE	FY 2027 Total Amount	FY 2027 General Fund	FY 2027 Other Appropriated Funds	FY 2027 Non-Appropriated Funds
1	Supplemental Risk Management Payment Restoration	-	2,645.0	-	2,645.0	-
	Total:	**-**	**2,645.0**	**-**	**2,645.0**	**-**

Funding Issue Detail

Agency:		**Department of Transportation**
Issue:	**1**	**Supplemental Risk Management Payment Restoration**
Program:		**Transportation Support Services**
Fund:	**DT2030**	**State Highway Fund (Appropriated)**

	Expenditure Categories	FY 2027
7000	Other Operating Expenditures	2,645.0
	Program/Fund Total:	**2,645.0**

Funding Issue Narrative

Agency:	Department of Transportation

Issue:	1	Supplemental Risk Management Payment Restoration

Description of Issue:	The Arizona Department of Transportation (ADOT) is statutorily required to pay a legislatively fixed risk management premium of $21,233,800 per year to the Arizona Department of Administration (ADOA), per the general appropriations act, Laws 2026, Chapter 126, Section 87 (S.B. 1847). Following the FY 2027 adjustments to Risk ADOT received in the Appropriations Report, ADOT's base appropriation supporting this payment no longer covers the full obligation. This creates a shortfall of $2,645,000 in FY 2027.
Proposal:	Please see attached decision package.
Alternatives Considered:	Please see attached decision package.
Impact of Not Funding This Year:	Please see attached decision package.
Statutory Reference:	Please see attached decision package.
Equipment to be Purchased (if applicable):	Please see attached decision package.
Classification of New Positions:	Please see attached decision package.
Annualization(s):	Please see attached decision package.
Alignment with Agency's Strategic Plan or Statutory Responsibilities:	Please see attached decision package.
Impact on Historically Underserved, Marginalized, or Adversely Affected Groups:	Please see attached decision package.
How has feedback been incorporated from groups directly impacted by proposal?:	Please see attached decision package.
Description of how this furthers the Governor's priorities:	

Arizona Department of Transportation

FY 2027 Decision Package

Title: Supplemental Risk Management Payment Restoration

Priority: 1

FTE: 0; Request: $2,645,000

Fund Source:
State Highway Fund – Appropriation (DT2030) $2,645,000

SUMMARY:
Arizona Department of Transportation (ADOT) is statutorily required to pay a legislatively fixed risk management premium of $21,233,800 per year to the Arizona Department of Administration (ADOA), per the general appropriations act (Laws 2026, Chapter 126, Section 87 (S.B. 1847). Following the FY 2027 adjustments to Risk ADOT received in the Appropriations Report, ADOT's base appropriation supporting this payment no longer covers the full obligation. This creates a shortfall of $2,645,000 in FY 2027.

BACKGROUND:
Every two years, State agencies are adjusted for their Arizona Department of Administration (ADOA) risk (insurance) cost, communicated through the Appropriations Report. Because ADOT pays a legislatively set risk premium rather than the premium established by the ADOA risk formula, ADOT has not historically received these automatic adjustments unless legislative action is taken. Per the FY 2027 Appropriations Report, ADOT's State Highway Fund risk management line item was reduced by $5,252,500, offset by only $1,291,000 in ongoing increase and $1,316,500 in one-time increase. The table below shows how this results in the FY 2027 shortfall.

Component	FY 2027
FY 2026 Base Funding	$21,233,800
Risk Management Reduction (State Highway Fund)	($5,252,500)
Risk Management Increase – One-Time	$1,316,500
Risk Management Increase – Ongoing	$1,291,000
Adjusted Base Funding	**$18,588,800**
Risk Management Payment Obligation	$21,233,800
Shortfall	**($2,645,000)**

Source: FY 2027 Appropriations Report.

OPTIONS CONSIDERED AND REASONS FOR REJECTION:
Funds could be reallocated from existing programs for FY 2027. This reduces funding available to core agency priorities.

RECOMMENDED OPTION:
Restore $2,645,000 to ADOT's base appropriation. This aligns ADOT's budget with its legislatively mandated risk management payment obligation of $21,233,800.

IMPACT OF NOT FUNDING IN THIS YEAR:
If this issue is not funded, ADOT will be required to absorb a $2,645,000 reduction to its base budget while its risk management payment obligation remains unchanged. The agency would need to reduce funding available for core agency priorities and programs.

PROMOTING EQUITABLE OUTCOMES

1. How will Arizona be better as a result of this investment?

   Without restoration of its base appropriation authority, ADOT will need to reduce funding to its core services by $2,645,000.

2. How does this funding request impact existing equity gaps for historically underserved, marginalized, or adversely affected groups, positively or negatively?

   This request restores funding for a fixed, statutorily required administrative payment (ADOT's risk management premium). It does not directly target or affect any specific population; its primary equity impact is indirect, in that fully funding this obligation avoids diverting resources away from core transportation programs and services that benefit the public, including historically underserved and marginalized communities.

3. How has the department included voices/feedback in the decision-making process of people that will be directly impacted by the spending plan implementation and the groups that will be targeted?

   Because this supplemental prevents changes to service delivery, program eligibility, or public-facing operations, no direct constituent or advocacy group feedback was sought in developing this request.

OUTCOMES SUPPORTED:
This issue incorporates the Governor's Priorities as shown below:

- affordable and thriving economy
- infrastructure

This issue also incorporates ADOT's agency business plan strategies as follows:

- develop 3-5 year maintenance and operations plans for the transportation system

PERFORMANCE MEASURES TO QUANTIFY SUCCESS OF THE SOLUTION:
ADOT's appropriated budget for its risk management payment is aligned with the amount legislatively mandated.

STATUTORY REFERENCE (N/A if not applicable to issue):
A.R.S. § 41-621: Purchase of insurance, coverage, limitations, exclusions, definitions.
A.R.S. § 41-622: Risk management revolving fund, self-insured losses and administrative costs, budget requests.
SB 1847, Chapter 126, General Appropriation Act: ADOT risk management payment of $21,233,800.

EQUIPMENT TO BE PURCHASED IF APPLICABLE: N/A.

CLASSIFICATION OF POSITIONS: N/A.

PROJECT INVESTMENT JUSTIFICATION (PIJ): N/A.

ANNUALIZATIONS: N/A.

Summary of Expenditure and Budget Request for All Funds

Agency: Department of Transportation

Appropriated Funds		FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program:					
DTA-1-0	Administration	101,758.9	115,923.9	7,759.4	123,683.3
DTA-2-0	Intermodal Transportation	292,452.6	360,742.8	(2,085.3)	358,657.5
DTA-3-0	Motor Vehicle	113,002.3	119,950.3	4,741.8	124,692.1
DTA-4-0	State Motor Vehicle Fleet	38,718.3	50,585.9	(7,609.1)	42,976.8
	Appropriated Funds Total:	**545,932.1**	**647,202.9**	**2,806.8**	**650,009.7**
	Expenditure Categories				
	FTE	3,591.5	3,775.0	11.0	3,786.0
	Personal Services	201,939.0	218,572.5	614.3	219,186.8
	Employee Related Expenditures	97,512.6	111,489.4	295.4	111,784.8
	Subtotal Personal Services and ERE	**299,451.6**	**330,061.9**	**909.7**	**330,971.6**
	Professional & Outside Services	11,129.5	11,406.5	3,150.6	14,557.1
	Travel In-State	1,135.7	1,082.4	-	1,082.4
	Travel Out-Of-State	208.2	181.1	-	181.1
	Food	11.2	0.8	-	0.8
	Aid To Organizations & Individuals	(0.0)	-	-	-
	Other Operating Expenditures	246,084.9	323,419.5	(950.2)	322,469.3
	Capital Outlay	95.9	57.3	-	57.3
	Capital Equipment	39,902.2	40,222.3	(492.4)	39,729.9
	Non-Capital Equipment	3,752.9	2,705.4	189.1	2,894.5
	Debt Service	-	-	-	-
	Cost Allocation & Indirect Costs	(55,608.0)	(62,400.0)	-	(62,400.0)
	Transfers-Out	(232.0)	465.7	-	465.7
	Expenditure Categories Total:	**545,932.1**	**647,202.9**	**2,806.8**	**650,009.7**

Summary of Expenditure and Budget Request for All Funds

Agency: Department of Transportation

Non-Appropriated

		FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program:					
DTA-1-0	Administration	1,472,061.9	8,504.4	-	8,504.4
DTA-2-0	Intermodal Transportation	1,801,000.4	252.0	-	252.0
DTA-3-0	Motor Vehicle	24,615.8	10,100.0	-	10,100.0
	Non-Appropriated Total:	**3,297,678.1**	**18,856.4**	**-**	**18,856.4**
	Expenditure Categories				
	FTE	35.0	25.0	-	25.0
	Personal Services	35,952.7	2,224.4	-	2,224.4
	Employee Related Expenditures	12,928.6	865.9	-	865.9
	Subtotal Personal Services and ERE	**48,881.3**	**3,090.3**	**-**	**3,090.3**
	Professional & Outside Services	220,746.8	616.0	-	616.0
	Travel In-State	403.5	2.4	-	2.4
	Travel Out-Of-State	121.4	0.7	-	0.7
	Food	-	-	-	-
	Aid To Organizations & Individuals	1,111,669.6	-	-	-
	Other Operating Expenditures	51,595.4	15,115.0	-	15,115.0
	Capital Outlay	1,415,078.1	-	-	-
	Capital Equipment	675.7	5.0	-	5.0
	Non-Capital Equipment	3,165.7	27.0	-	27.0
	Debt Service	337,629.1	-	-	-
	Cost Allocation & Indirect Costs	47,586.1	-	-	-
	Transfers-Out	60,125.3	-	-	-
	Expenditure Categories Total:	**3,297,678.1**	**18,856.4**	**-**	**18,856.4**
	Department of Transportation Total for All Funds:	**3,843,610.1**	**666,059.3**	**2,806.8**	**668,866.1**

Appropriated and Non-Appropriated

		FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2027 Funding Issue	FY 2028 Total Request
DTA-1-0	Administration	1,573,820.8	124,428.3	7,759.4	132,187.7
DTA-2-0	Intermodal Transportation	2,093,453.0	360,994.8	(2,085.3)	358,909.5
DTA-3-0	Motor Vehicle	137,618.0	130,050.3	4,741.8	134,792.1
DTA-4-0	State Motor Vehicle Fleet	38,718.3	50,585.9	(7,609.1)	42,976.8
	Department of Transportation Total for All Funds:	**3,843,610.1**	**666,059.3**	**2,806.8**	**668,866.1**

Summary of Expenditure and Budget Request for Selected Funds

Agency: Department of Transportation

Fund: AA1000 General Fund (Appropriated)

		FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program:					
DTA-1-0	Administration	500.0	-	-	-
	General Fund (Appropriated) Summary Total:	**500.0**	**-**	**-**	**-**
	Expenditure Categories				
	FTE	-	-	-	-
	Personal Services	-	-	-	-
	Employee Related Expenditures	-	-	-	-
	Subtotal Personal Services and ERE	**-**	**-**	**-**	**-**
	Professional & Outside Services	-	-	-	-
	Travel In-State	-	-	-	-
	Travel Out-Of-State	-	-	-	-
	Food	-	-	-	-
	Aid To Organizations & Individuals	-	-	-	-
	Other Operating Expenditures	500.0	-	-	-
	Capital Outlay	-	-	-	-
	Capital Equipment	-	-	-	-
	Non-Capital Equipment	-	-	-	-
	Debt Service	-	-	-	-
	Cost Allocation & Indirect Costs	-	-	-	-
	Transfers-Out	-	-	-	-
	Expenditure Categories Total:	**500.0**	**-**	**-**	**-**

Summary of Expenditure and Budget Request for Selected Funds

Agency: Department of Transportation

Fund: DT2005 State Aviation Fund (Appropriated)

		FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program:					
DTA-1-0	Administration	1,732.2	1,799.0	552.6	2,351.6
DTA-2-0	Intermodal Transportation	591.6	872.9	-	872.9
	State Aviation Fund (Appropriated) Summary Total:	**2,323.7**	**2,671.9**	**552.6**	**3,224.5**
	Expenditure Categories				
	FTE	16.0	19.0	-	19.0
	Personal Services	1,071.0	1,327.4	-	1,327.4
	Employee Related Expenditures	496.3	700.4	-	700.4
	Subtotal Personal Services and ERE	**1,567.3**	**2,027.8**	**-**	**2,027.8**
	Professional & Outside Services	59.3	65.0	78.6	143.6
	Travel In-State	5.0	4.0	-	4.0
	Travel Out-Of-State	1.4	1.5	-	1.5
	Food	-	-	-	-
	Aid To Organizations & Individuals	(0.2)	-	-	-
	Other Operating Expenditures	655.7	559.2	468.0	1,027.2
	Capital Outlay	1.1	1.2	-	1.2
	Capital Equipment	24.1	-	-	-
	Non-Capital Equipment	10.1	13.2	6.0	19.2
	Debt Service	-	-	-	-
	Cost Allocation & Indirect Costs	-	-	-	-
	Transfers-Out	-	-	-	-
	Expenditure Categories Total:	**2,323.7**	**2,671.9**	**552.6**	**3,224.5**

Summary of Expenditure and Budget Request for Selected Funds

Agency: Department of Transportation

Fund: DT2005 State Aviation Fund (Non-Appropriated)

		FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program:					
DTA-1-0	Administration	12,061.8	-	-	-
	State Aviation Fund (Non-Appropriated) Summary Total:	**12,061.8**	**-**	**-**	**-**
	Expenditure Categories				
	FTE	-	-	-	-
	Personal Services	109.8	-	-	-
	Employee Related Expenditures	37.2	-	-	-
	Subtotal Personal Services and ERE	**147.1**	**-**	**-**	**-**
	Professional & Outside Services	11,759.0	-	-	-
	Travel In-State	-	-	-	-
	Travel Out-Of-State	-	-	-	-
	Food	-	-	-	-
	Aid To Organizations & Individuals	-	-	-	-
	Other Operating Expenditures	155.7	-	-	-
	Capital Outlay	-	-	-	-
	Capital Equipment	-	-	-	-
	Non-Capital Equipment	-	-	-	-
	Debt Service	-	-	-	-
	Cost Allocation & Indirect Costs	-	-	-	-
	Transfers-Out	-	-	-	-
	Expenditure Categories Total:	**12,061.8**	**-**	**-**	**-**

Summary of Expenditure and Budget Request for Selected Funds

Agency: Department of Transportation

Fund: DT2029 Regional Area Road Fund - Maricopa County (Non-Appropriated)

		FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program:					
DTA-1-0	Administration	75,463.7	-	-	-
DTA-2-0	Intermodal Transportation	598,274.7	-	-	-
	Regional Area Road Fund - Maricopa County (Non-Appropriated) Summary Total:	**673,738.4**	-	-	-
	Expenditure Categories				
	FTE	-	-	-	-
	Personal Services	4,921.2	-	-	-
	Employee Related Expenditures	1,812.5	-	-	-
	Subtotal Personal Services and ERE	**6,733.6**	-	-	-
	Professional & Outside Services	63,899.5	-	-	-
	Travel In-State	0.1	-	-	-
	Travel Out-Of-State	3.3	-	-	-
	Food	-	-	-	-
	Aid To Organizations & Individuals	33,039.8	-	-	-
	Other Operating Expenditures	20,527.9	-	-	-
	Capital Outlay	508,927.2	-	-	-
	Capital Equipment	-	-	-	-
	Non-Capital Equipment	2,697.8	-	-	-
	Debt Service	-	-	-	-
	Cost Allocation & Indirect Costs	37,909.1	-	-	-
	Transfers-Out	-	-	-	-
	Expenditure Categories Total:	**673,738.4**	-	-	-

Summary of Expenditure and Budget Request for Selected Funds

Agency: Department of Transportation

Fund: DT2030 State Highway Fund (Appropriated)

		FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program:					
DTA-1-0	Administration	99,364.9	112,146.1	7,206.8	119,352.9
DTA-2-0	Intermodal Transportation	259,872.6	322,617.7	(2,410.2)	320,207.5
DTA-3-0	Motor Vehicle	108,554.8	115,178.0	2,217.4	117,395.4
	State Highway Fund (Appropriated) Summary Total:	**467,792.3**	**549,941.8**	**7,014.0**	**556,955.8**
	Expenditure Categories				
	FTE	3,333.5	3,482.0	10.0	3,492.0
	Personal Services	186,703.9	201,401.1	595.3	201,996.4
	Employee Related Expenditures	90,203.5	102,065.2	288.1	102,353.3
	Subtotal Personal Services and ERE	**276,907.3**	**303,466.3**	**883.4**	**304,349.7**
	Professional & Outside Services	10,462.5	10,706.7	3,009.6	13,716.3
	Travel In-State	1,059.3	1,025.0	-	1,025.0
	Travel Out-Of-State	192.9	168.6	-	168.6
	Food	11.2	0.8	-	0.8
	Aid To Organizations & Individuals	0.1	-	-	-
	Other Operating Expenditures	207,750.8	270,500.6	2,483.2	272,983.8
	Capital Outlay	89.9	56.1	-	56.1
	Capital Equipment	24,617.1	26,161.0	454.7	26,615.7
	Non-Capital Equipment	3,608.5	2,591.0	183.1	2,774.1
	Debt Service	-	-	-	-
	Cost Allocation & Indirect Costs	(57,044.2)	(65,200.0)	-	(65,200.0)
	Transfers-Out	137.0	465.7	-	465.7
	Expenditure Categories Total:	**467,792.3**	**549,941.8**	**7,014.0**	**556,955.8**

Summary of Expenditure and Budget Request for Selected Funds

Agency: Department of Transportation

Fund: DT2030 State Highway Fund (Non-Appropriated)

		FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program:					
DTA-1-0	Administration	51,818.5	2,827.9	-	2,827.9
DTA-2-0	Intermodal Transportation	760,887.9	252.0	-	252.0
DTA-3-0	Motor Vehicle	13,577.5	8,900.0	-	8,900.0
	State Highway Fund (Non-Appropriated) Summary Total:	**826,283.9**	**11,979.9**	**-**	**11,979.9**
	Expenditure Categories				
	FTE	3.0	5.0	-	5.0
	Personal Services	24,268.4	566.7	-	566.7
	Employee Related Expenditures	8,571.3	239.7	-	239.7
	Subtotal Personal Services and ERE	**32,839.7**	**806.4**	**-**	**806.4**
	Professional & Outside Services	97,376.8	40.0	-	40.0
	Travel In-State	(19.8)	1.2	-	1.2
	Travel Out-Of-State	98.5	-	-	-
	Food	-	-	-	-
	Aid To Organizations & Individuals	31,528.9	-	-	-
	Other Operating Expenditures	27,406.2	11,112.3	-	11,112.3
	Capital Outlay	626,565.0	-	-	-
	Capital Equipment	675.7	5.0	-	5.0
	Non-Capital Equipment	372.0	15.0	-	15.0
	Debt Service	-	-	-	-
	Cost Allocation & Indirect Costs	(10,607.8)	-	-	-
	Transfers-Out	20,048.6	-	-	-
	Expenditure Categories Total:	**826,283.9**	**11,979.9**	**-**	**11,979.9**

Summary of Expenditure and Budget Request for Selected Funds

Agency: Department of Transportation

Fund: DT2031 Arizona Highways Magazine Fund (Non-Appropriated)

		FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program:					
DTA-1-0	Administration	4,687.0	5,330.3	-	5,330.3
	Arizona Highways Magazine Fund (Non-Appropriated) Summary Total:	**4,687.0**	**5,330.3**	**-**	**5,330.3**
	Expenditure Categories				
	FTE	16.0	16.0	-	16.0
	Personal Services	1,314.3	1,429.8	-	1,429.8
	Employee Related Expenditures	533.7	520.9	-	520.9
	Subtotal Personal Services and ERE	**1,848.0**	**1,950.7**	**-**	**1,950.7**
	Professional & Outside Services	538.1	576.0	-	576.0
	Travel In-State	0.9	1.2	-	1.2
	Travel Out-Of-State	2.9	0.7	-	0.7
	Food	-	-	-	-
	Aid To Organizations & Individuals	-	-	-	-
	Other Operating Expenditures	2,286.3	2,789.7	-	2,789.7
	Capital Outlay	-	-	-	-
	Capital Equipment	-	-	-	-
	Non-Capital Equipment	10.7	12.0	-	12.0
	Debt Service	-	-	-	-
	Cost Allocation & Indirect Costs	-	-	-	-
	Transfers-Out	-	-	-	-
	Expenditure Categories Total:	**4,687.0**	**5,330.3**	**-**	**5,330.3**

Summary of Expenditure and Budget Request for Selected Funds

Agency: Department of Transportation

Fund: DT2044 Highway Damage Recovery Account Fund (Appropriated)

		FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program:					
DTA-2-0	Intermodal Transportation	7,080.0	7,999.0	-	7,999.0
	Highway Damage Recovery Account Fund (Appropriated) Summary Total:	**7,080.0**	**7,999.0**	**-**	**7,999.0**
	Expenditure Categories				
	FTE	-	-	-	-
	Personal Services	-	-	-	-
	Employee Related Expenditures	-	-	-	-
	Subtotal Personal Services and ERE	**-**	**-**	**-**	**-**
	Professional & Outside Services	-	-	-	-
	Travel In-State	-	-	-	-
	Travel Out-Of-State	-	-	-	-
	Food	-	-	-	-
	Aid To Organizations & Individuals	-	-	-	-
	Other Operating Expenditures	7,080.0	7,999.0	-	7,999.0
	Capital Outlay	-	-	-	-
	Capital Equipment	-	-	-	-
	Non-Capital Equipment	-	-	-	-
	Debt Service	-	-	-	-
	Cost Allocation & Indirect Costs	-	-	-	-
	Transfers-Out	-	-	-	-
	Expenditure Categories Total:	**7,080.0**	**7,999.0**	**-**	**7,999.0**

Summary of Expenditure and Budget Request for Selected Funds

Agency: Department of Transportation

Fund: DT2071 ADOT Fleet Operations Fund (Appropriated)

		FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program:					
DTA-2-0	Intermodal Transportation	24,056.6	28,378.9	295.1	28,674.0
	ADOT Fleet Operations Fund (Appropriated) Summary Total:	**24,056.6**	**28,378.9**	**295.1**	**28,674.0**
	Expenditure Categories				
	FTE	179.0	188.0	-	188.0
	Personal Services	10,510.7	10,872.6	-	10,872.6
	Employee Related Expenditures	5,018.9	5,901.7	-	5,901.7
	Subtotal Personal Services and ERE	**15,529.6**	**16,774.3**	**-**	**16,774.3**
	Professional & Outside Services	382.7	425.0	-	425.0
	Travel In-State	67.6	50.0	-	50.0
	Travel Out-Of-State	8.5	5.0	-	5.0
	Food	-	-	-	-
	Aid To Organizations & Individuals	-	-	-	-
	Other Operating Expenditures	7,547.6	10,574.6	295.1	10,869.7
	Capital Outlay	0.8	-	-	-
	Capital Equipment	405.4	450.0	-	450.0
	Non-Capital Equipment	114.3	100.0	-	100.0
	Debt Service	-	-	-	-
	Cost Allocation & Indirect Costs	-	-	-	-
	Transfers-Out	-	-	-	-
	Expenditure Categories Total:	**24,056.6**	**28,378.9**	**295.1**	**28,674.0**

Summary of Expenditure and Budget Request for Selected Funds

Agency: Department of Transportation

Fund: DT2071 ADOT Fleet Operations Fund (Non-Appropriated)

		FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program:					
DTA-2-0	Intermodal Transportation	0.4	-	-	-
	ADOT Fleet Operations Fund (Non-Appropriated) Summary Total:	**0.4**	**-**	**-**	**-**
	Expenditure Categories				
	FTE	-	-	-	-
	Personal Services	-	-	-	-
	Employee Related Expenditures	-	-	-	-
	Subtotal Personal Services and ERE	**-**	**-**	**-**	**-**
	Professional & Outside Services	-	-	-	-
	Travel In-State	-	-	-	-
	Travel Out-Of-State	-	-	-	-
	Food	-	-	-	-
	Aid To Organizations & Individuals	-	-	-	-
	Other Operating Expenditures	0.4	-	-	-
	Capital Outlay	-	-	-	-
	Capital Equipment	-	-	-	-
	Non-Capital Equipment	-	-	-	-
	Debt Service	-	-	-	-
	Cost Allocation & Indirect Costs	-	-	-	-
	Transfers-Out	-	-	-	-
	Expenditure Categories Total:	**0.4**	**-**	**-**	**-**

Summary of Expenditure and Budget Request for Selected Funds

Agency: Department of Transportation

Fund: DT2097 ADOT Federal Programs Fund (Non-Appropriated)

		FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program:					
DTA-1-0	Administration	146.9	-	-	-
DTA-2-0	Intermodal Transportation	28,323.6	-	-	-
	ADOT Federal Programs Fund (Non-Appropriated) Summary Total:	**28,470.5**	**-**	**-**	**-**
	Expenditure Categories				
	FTE	12.0	-	-	-
	Personal Services	784.9	-	-	-
	Employee Related Expenditures	335.3	-	-	-
	Subtotal Personal Services and ERE	**1,120.2**	**-**	**-**	**-**
	Professional & Outside Services	902.9	-	-	-
	Travel In-State	392.0	-	-	-
	Travel Out-Of-State	16.7	-	-	-
	Food	-	-	-	-
	Aid To Organizations & Individuals	25,749.3	-	-	-
	Other Operating Expenditures	153.2	-	-	-
	Capital Outlay	-	-	-	-
	Capital Equipment	-	-	-	-
	Non-Capital Equipment	0.4	-	-	-
	Debt Service	-	-	-	-
	Cost Allocation & Indirect Costs	135.8	-	-	-
	Transfers-Out	-	-	-	-
	Expenditure Categories Total:	**28,470.5**	**-**	**-**	**-**

Summary of Expenditure and Budget Request for Selected Funds

Agency: Department of Transportation

Fund: DT2150 Abandoned Vehicles Administration Fund (Non-Appropriated)

		FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program:					
DTA-3-0	Motor Vehicle	1,022.2	1,200.0	-	1,200.0
	Abandoned Vehicles Administration Fund (Non-Appropriated) Summary Total:	**1,022.2**	**1,200.0**	**-**	**1,200.0**
	Expenditure Categories				
	FTE	-	-	-	-
	Personal Services	-	-	-	-
	Employee Related Expenditures	-	-	-	-
	Subtotal Personal Services and ERE	**-**	**-**	**-**	**-**
	Professional & Outside Services	-	-	-	-
	Travel In-State	-	-	-	-
	Travel Out-Of-State	-	-	-	-
	Food	-	-	-	-
	Aid To Organizations & Individuals	-	-	-	-
	Other Operating Expenditures	1,022.2	1,200.0	-	1,200.0
	Capital Outlay	-	-	-	-
	Capital Equipment	-	-	-	-
	Non-Capital Equipment	-	-	-	-
	Debt Service	-	-	-	-
	Cost Allocation & Indirect Costs	-	-	-	-
	Transfers-Out	-	-	-	-
	Expenditure Categories Total:	**1,022.2**	**1,200.0**	**-**	**1,200.0**

Summary of Expenditure and Budget Request for Selected Funds

Agency: Department of Transportation

Fund: DT2208 Ignition Interlock Device Fund (Appropriated)

		FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program:					
DTA-3-0	Motor Vehicle	374.4	350.6	-	350.6
	Ignition Interlock Device Fund (Appropriated) Summary Total:	**374.4**	**350.6**	**-**	**350.6**
	Expenditure Categories				
	FTE	9.0	5.0	-	5.0
	Personal Services	206.6	235.1	-	235.1
	Employee Related Expenditures	103.1	112.0	-	112.0
	Subtotal Personal Services and ERE	**309.6**	**347.1**	**-**	**347.1**
	Professional & Outside Services	-	-	-	-
	Travel In-State	-	-	-	-
	Travel Out-Of-State	1.5	-	-	-
	Food	-	-	-	-
	Aid To Organizations & Individuals	-	-	-	-
	Other Operating Expenditures	63.3	3.5	-	3.5
	Capital Outlay	-	-	-	-
	Capital Equipment	-	-	-	-
	Non-Capital Equipment	-	-	-	-
	Debt Service	-	-	-	-
	Cost Allocation & Indirect Costs	-	-	-	-
	Transfers-Out	-	-	-	-
	Expenditure Categories Total:	**374.4**	**350.6**	**-**	**350.6**

Summary of Expenditure and Budget Request for Selected Funds

Agency: Department of Transportation

Fund: DT2226 Air Quality Fund (Appropriated)

		FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program:					
DTA-1-0	Administration	158.2	-	-	-
DTA-2-0	Intermodal Transportation	851.9	874.3	29.9	904.2
Air Quality Fund (Appropriated) Summary Total:		**1,010.1**	**874.3**	**29.9**	**904.2**
	Expenditure Categories				
	FTE	-	11.0	1.0	12.0
	Personal Services	371.5	488.3	19.0	507.3
	Employee Related Expenditures	172.9	171.8	7.4	179.2
	Subtotal Personal Services and ERE	**544.4**	**660.1**	**26.4**	**686.5**
	Professional & Outside Services	225.0	209.8	-	209.8
	Travel In-State	0.3	0.4	-	0.4
	Travel Out-Of-State	4.0	4.0	-	4.0
	Food	-	-	-	-
	Aid To Organizations & Individuals	-	-	-	-
	Other Operating Expenditures	0.1	-	3.5	3.5
	Capital Outlay	-	-	-	-
	Capital Equipment	-	-	-	-
	Non-Capital Equipment	0.1	-	-	-
	Debt Service	-	-	-	-
	Cost Allocation & Indirect Costs	236.2	-	-	-
	Transfers-Out	-	-	-	-
	Expenditure Categories Total:	**1,010.1**	**874.3**	**29.9**	**904.2**

Summary of Expenditure and Budget Request for Selected Funds

Agency: Department of Transportation

Fund: DT2244 Economic Strength Project Fund (Non-Appropriated)

		FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program:					
DTA-2-0	Intermodal Transportation	1,914.6	-	-	-
	Economic Strength Project Fund (Non-Appropriated) Summary Total:	**1,914.6**	**-**	**-**	**-**
	Expenditure Categories				
	FTE	-	-	-	-
	Personal Services	-	-	-	-
	Employee Related Expenditures	-	-	-	-
	Subtotal Personal Services and ERE	**-**	**-**	**-**	**-**
	Professional & Outside Services	-	-	-	-
	Travel In-State	-	-	-	-
	Travel Out-Of-State	-	-	-	-
	Food	-	-	-	-
	Aid To Organizations & Individuals	1,914.6	-	-	-
	Other Operating Expenditures	-	-	-	-
	Capital Outlay	-	-	-	-
	Capital Equipment	-	-	-	-
	Non-Capital Equipment	-	-	-	-
	Debt Service	-	-	-	-
	Cost Allocation & Indirect Costs	-	-	-	-
	Transfers-Out	-	-	-	-
	Expenditure Categories Total:	**1,914.6**	**-**	**-**	**-**

Summary of Expenditure and Budget Request for Selected Funds

Agency: Department of Transportation

Fund: DT2266 Cash Deposits Fund (Non-Appropriated)

		FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program:					
DTA-1-0	Administration	0.2	-	-	-
	Cash Deposits Fund (Non-Appropriated) Summary Total:	**0.2**	**-**	**-**	**-**
	Expenditure Categories				
	FTE	-	-	-	-
	Personal Services	-	-	-	-
	Employee Related Expenditures	-	-	-	-
	Subtotal Personal Services and ERE	**-**	**-**	**-**	**-**
	Professional & Outside Services	-	-	-	-
	Travel In-State	0.2	-	-	-
	Travel Out-Of-State	-	-	-	-
	Food	-	-	-	-
	Aid To Organizations & Individuals	-	-	-	-
	Other Operating Expenditures	-	-	-	-
	Capital Outlay	-	-	-	-
	Capital Equipment	-	-	-	-
	Non-Capital Equipment	-	-	-	-
	Debt Service	-	-	-	-
	Cost Allocation & Indirect Costs	-	-	-	-
	Transfers-Out	-	-	-	-
	Expenditure Categories Total:	**0.2**	**-**	**-**	**-**

Summary of Expenditure and Budget Request for Selected Funds

Agency: Department of Transportation

Fund: DT2272 Vehicle Inspection and Certificate of Title Enforcement Fund (Appropriated)

		FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program:					
DTA-1-0	Administration	0.8	1.4	-	1.4
DTA-3-0	Motor Vehicle	1,664.4	1,886.3	-	1,886.3
	Vehicle Inspection and Certificate of Title Enforcement Fund (Appropriated) Summary Total:	**1,665.2**	**1,887.7**	**-**	**1,887.7**
	Expenditure Categories				
	FTE	15.0	27.0	-	27.0
	Personal Services	1,117.8	1,124.2	-	1,124.2
	Employee Related Expenditures	506.8	716.9	-	716.9
	Subtotal Personal Services and ERE	**1,624.6**	**1,841.1**	**-**	**1,841.1**
	Professional & Outside Services	-	-	-	-
	Travel In-State	0.5	-	-	-
	Travel Out-Of-State	-	-	-	-
	Food	-	-	-	-
	Aid To Organizations & Individuals	-	-	-	-
	Other Operating Expenditures	30.8	46.6	-	46.6
	Capital Outlay	4.1	-	-	-
	Capital Equipment	-	-	-	-
	Non-Capital Equipment	5.2	-	-	-
	Debt Service	-	-	-	-
	Cost Allocation & Indirect Costs	-	-	-	-
	Transfers-Out	-	-	-	-
	Expenditure Categories Total:	**1,665.2**	**1,887.7**	**-**	**1,887.7**

Summary of Expenditure and Budget Request for Selected Funds

Agency: Department of Transportation

Fund: DT2285 Motor Vehicle Liability Insurance Enforcement Fund (Appropriated)

		FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program:					
DTA-1-0	Administration	0.6	564.3	-	564.3
DTA-3-0	Motor Vehicle	1,599.1	1,677.5	2,524.4	4,201.9
	Motor Vehicle Liability Insurance Enforcement Fund (Appropriated) Summary Total:	**1,599.7**	**2,241.8**	**2,524.4**	**4,766.2**
	Expenditure Categories				
	FTE	20.0	25.0	-	25.0
	Personal Services	928.8	962.1	-	962.1
	Employee Related Expenditures	448.2	551.9	-	551.9
	Subtotal Personal Services and ERE	**1,377.0**	**1,514.0**	**-**	**1,514.0**
	Professional & Outside Services	-	-	62.4	62.4
	Travel In-State	0.3	-	-	-
	Travel Out-Of-State	-	-	-	-
	Food	-	-	-	-
	Aid To Organizations & Individuals	-	-	-	-
	Other Operating Expenditures	215.0	727.8	-	727.8
	Capital Outlay	-	-	-	-
	Capital Equipment	-	-	2,462.0	2,462.0
	Non-Capital Equipment	7.4	-	-	-
	Debt Service	-	-	-	-
	Cost Allocation & Indirect Costs	-	-	-	-
	Transfers-Out	-	-	-	-
	Expenditure Categories Total:	**1,599.7**	**2,241.8**	**2,524.4**	**4,766.2**

Summary of Expenditure and Budget Request for Selected Funds

Agency: Department of Transportation

Fund: DT2449 Employee Recognition Fund (Non-Appropriated)

		FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program:					
DTA-1-0	Administration	1.1	13.0	-	13.0
	Employee Recognition Fund (Non-Appropriated) Summary Total:	**1.1**	**13.0**	**-**	**13.0**
	Expenditure Categories				
	FTE	-	-	-	-
	Personal Services	-	-	-	-
	Employee Related Expenditures	-	-	-	-
	Subtotal Personal Services and ERE	**-**	**-**	**-**	**-**
	Professional & Outside Services	-	-	-	-
	Travel In-State	-	-	-	-
	Travel Out-Of-State	-	-	-	-
	Food	-	-	-	-
	Aid To Organizations & Individuals	-	-	-	-
	Other Operating Expenditures	1.1	13.0	-	13.0
	Capital Outlay	-	-	-	-
	Capital Equipment	-	-	-	-
	Non-Capital Equipment	-	-	-	-
	Debt Service	-	-	-	-
	Cost Allocation & Indirect Costs	-	-	-	-
	Transfers-Out	-	-	-	-
	Expenditure Categories Total:	**1.1**	**13.0**	**-**	**13.0**

Summary of Expenditure and Budget Request for Selected Funds

Agency: Department of Transportation

Fund: DT2463 Grant Anticipation Notes Fund (Non-Appropriated)

		FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program:					
DTA-1-0	Administration	59,941.0	-	-	-
	Grant Anticipation Notes Fund (Non-Appropriated) Summary Total:	**59,941.0**	-	-	-
	Expenditure Categories				
	FTE	-	-	-	-
	Personal Services	-	-	-	-
	Employee Related Expenditures	-	-	-	-
	Subtotal Personal Services and ERE	-	-	-	-
	Professional & Outside Services	-	-	-	-
	Travel In-State	-	-	-	-
	Travel Out-Of-State	-	-	-	-
	Food	-	-	-	-
	Aid To Organizations & Individuals	-	-	-	-
	Other Operating Expenditures	-	-	-	-
	Capital Outlay	-	-	-	-
	Capital Equipment	-	-	-	-
	Non-Capital Equipment	-	-	-	-
	Debt Service	29,970.5	-	-	-
	Cost Allocation & Indirect Costs	-	-	-	-
	Transfers-Out	29,970.5	-	-	-
	Expenditure Categories Total:	**59,941.0**	-	-	-

Summary of Expenditure and Budget Request for Selected Funds

Agency: Department of Transportation

Fund: DT2479 Regional Area Road Fund - Maricopa (Non-Appropriated)

		FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program:					
DTA-1-0	Administration	12,750.9	-	-	-
DTA-2-0	Intermodal Transportation	35.0	-	-	-
	Regional Area Road Fund - Maricopa (Non-Appropriated) Summary Total:	**12,785.9**	**-**	**-**	**-**
	Expenditure Categories				
	FTE	-	-	-	-
	Personal Services	-	-	-	-
	Employee Related Expenditures	0.0	-	-	-
	Subtotal Personal Services and ERE	**0.0**	**-**	**-**	**-**
	Professional & Outside Services	35.0	-	-	-
	Travel In-State	-	-	-	-
	Travel Out-Of-State	-	-	-	-
	Food	-	-	-	-
	Aid To Organizations & Individuals	12,750.8	-	-	-
	Other Operating Expenditures	-	-	-	-
	Capital Outlay	-	-	-	-
	Capital Equipment	-	-	-	-
	Non-Capital Equipment	-	-	-	-
	Debt Service	-	-	-	-
	Cost Allocation & Indirect Costs	0.1	-	-	-
	Transfers-Out	-	-	-	-
	Expenditure Categories Total:	**12,785.9**	**-**	**-**	**-**

Summary of Expenditure and Budget Request for Selected Funds

Agency: Department of Transportation

Fund: DT2500 IGA and ISA Fund (Non-Appropriated)

		FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program:					
DTA-1-0	Administration	292.8	333.2	-	333.2
DTA-3-0	Motor Vehicle	1,895.3	-	-	-
	IGA and ISA Fund (Non-Appropriated) Summary Total:	**2,188.1**	**333.2**	**-**	**333.2**
	Expenditure Categories				
	FTE	4.0	4.0	-	4.0
	Personal Services	188.7	227.9	-	227.9
	Employee Related Expenditures	103.9	105.3	-	105.3
	Subtotal Personal Services and ERE	**292.6**	**333.2**	**-**	**333.2**
	Professional & Outside Services	1,853.2	-	-	-
	Travel In-State	-	-	-	-
	Travel Out-Of-State	-	-	-	-
	Food	-	-	-	-
	Aid To Organizations & Individuals	0.0	-	-	-
	Other Operating Expenditures	4.8	-	-	-
	Capital Outlay	-	-	-	-
	Capital Equipment	-	-	-	-
	Non-Capital Equipment	37.4	-	-	-
	Debt Service	-	-	-	-
	Cost Allocation & Indirect Costs	-	-	-	-
	Transfers-Out	-	-	-	-
	Expenditure Categories Total:	**2,188.1**	**333.2**	**-**	**333.2**

Summary of Expenditure and Budget Request for Selected Funds

Agency: Department of Transportation

Fund: DT2650 Statewide Special Plates Fund (Non-Appropriated)

		FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program:					
DTA-3-0	Motor Vehicle	8,120.8	-	-	-
	Statewide Special Plates Fund (Non-Appropriated) Summary Total:	**8,120.8**	**-**	**-**	**-**
	Expenditure Categories				
	FTE	-	-	-	-
	Personal Services	-	-	-	-
	Employee Related Expenditures	-	-	-	-
	Subtotal Personal Services and ERE	**-**	**-**	**-**	**-**
	Professional & Outside Services	-	-	-	-
	Travel In-State	-	-	-	-
	Travel Out-Of-State	-	-	-	-
	Food	-	-	-	-
	Aid To Organizations & Individuals	8,120.8	-	-	-
	Other Operating Expenditures	-	-	-	-
	Capital Outlay	-	-	-	-
	Capital Equipment	-	-	-	-
	Non-Capital Equipment	-	-	-	-
	Debt Service	-	-	-	-
	Cost Allocation & Indirect Costs	-	-	-	-
	Transfers-Out	-	-	-	-
	Expenditure Categories Total:	**8,120.8**	**-**	**-**	**-**

Summary of Expenditure and Budget Request for Selected Funds

Agency: Department of Transportation

Fund: DT2985 ADOT Coronavirus State and Local Fiscal Recovery Fund (Non-Appropriated)

		FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program:					
DTA-1-0	Administration	2,598.0	-	-	-
DTA-2-0	Intermodal Transportation	37,918.1	-	-	-
	ADOT Coronavirus State and Local Fiscal Recovery Fund (Non-Appropriated) Summary Total:	**40,516.1**	**-**	**-**	**-**
	Expenditure Categories				
	FTE	-	-	-	-
	Personal Services	240.9	-	-	-
	Employee Related Expenditures	85.6	-	-	-
	Subtotal Personal Services and ERE	**326.5**	**-**	**-**	**-**
	Professional & Outside Services	3,026.7	-	-	-
	Travel In-State	3.9	-	-	-
	Travel Out-Of-State	-	-	-	-
	Food	-	-	-	-
	Aid To Organizations & Individuals	-	-	-	-
	Other Operating Expenditures	0.1	-	-	-
	Capital Outlay	34,599.0	-	-	-
	Capital Equipment	-	-	-	-
	Non-Capital Equipment	15.7	-	-	-
	Debt Service	-	-	-	-
	Cost Allocation & Indirect Costs	2,544.2	-	-	-
	Transfers-Out	-	-	-	-
	Expenditure Categories Total:	**40,516.1**	**-**	**-**	**-**

Summary of Expenditure and Budget Request for Selected Funds

Agency: Department of Transportation

Fund: DT3113 Highway User Revenue Fund (Appropriated)

		FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program:					
DTA-1-0	Administration	2.3	3.6	-	3.6
DTA-3-0	Motor Vehicle	809.5	857.9	-	857.9
	Highway User Revenue Fund (Appropriated) Summary Total:	**811.8**	**861.5**	**-**	**861.5**
	Expenditure Categories				
	FTE	9.0	8.0	-	8.0
	Personal Services	479.9	485.7	-	485.7
	Employee Related Expenditures	246.5	326.9	-	326.9
	Subtotal Personal Services and ERE	**726.4**	**812.6**	**-**	**812.6**
	Professional & Outside Services	-	-	-	-
	Travel In-State	2.7	3.0	-	3.0
	Travel Out-Of-State	-	2.0	-	2.0
	Food	-	-	-	-
	Aid To Organizations & Individuals	-	-	-	-
	Other Operating Expenditures	82.8	42.7	-	42.7
	Capital Outlay	-	-	-	-
	Capital Equipment	-	-	-	-
	Non-Capital Equipment	-	1.2	-	1.2
	Debt Service	-	-	-	-
	Cost Allocation & Indirect Costs	-	-	-	-
	Transfers-Out	-	-	-	-
	Expenditure Categories Total:	**811.8**	**861.5**	**-**	**861.5**

Summary of Expenditure and Budget Request for Selected Funds

Agency: Department of Transportation

Fund: DT3113 Highway User Revenue Fund (Non-Appropriated)

		FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program:					
DTA-1-0	Administration	912,521.0	-	-	-
	Highway User Revenue Fund (Non-Appropriated) Summary Total:	**912,521.0**	**-**	**-**	**-**
	Expenditure Categories				
	FTE	-	-	-	-
	Personal Services	-	-	-	-
	Employee Related Expenditures	-	-	-	-
	Subtotal Personal Services and ERE	**-**	**-**	**-**	**-**
	Professional & Outside Services	-	-	-	-
	Travel In-State	-	-	-	-
	Travel Out-Of-State	-	-	-	-
	Food	-	-	-	-
	Aid To Organizations & Individuals	912,521.0	-	-	-
	Other Operating Expenditures	-	-	-	-
	Capital Outlay	-	-	-	-
	Capital Equipment	-	-	-	-
	Non-Capital Equipment	-	-	-	-
	Debt Service	-	-	-	-
	Cost Allocation & Indirect Costs	-	-	-	-
	Transfers-Out	-	-	-	-
	Expenditure Categories Total:	**912,521.0**	**-**	**-**	**-**

Summary of Expenditure and Budget Request for Selected Funds

Agency: Department of Transportation

Fund: DT3701 Local Agency Deposits Fund (Non-Appropriated)

		FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program:					
DTA-1-0	Administration	492.9	-	-	-
DTA-2-0	Intermodal Transportation	178,939.3	-	-	-
	Local Agency Deposits Fund (Non-Appropriated) Summary Total:	**179,432.2**	**-**	**-**	**-**
	Expenditure Categories				
	FTE	-	-	-	-
	Personal Services	3,126.7	-	-	-
	Employee Related Expenditures	1,106.5	-	-	-
	Subtotal Personal Services and ERE	**4,233.2**	**-**	**-**	**-**
	Professional & Outside Services	19,772.2	-	-	-
	Travel In-State	24.0	-	-	-
	Travel Out-Of-State	-	-	-	-
	Food	-	-	-	-
	Aid To Organizations & Individuals	85,217.2	-	-	-
	Other Operating Expenditures	16.1	-	-	-
	Capital Outlay	69,190.9	-	-	-
	Capital Equipment	-	-	-	-
	Non-Capital Equipment	-	-	-	-
	Debt Service	-	-	-	-
	Cost Allocation & Indirect Costs	-	-	-	-
	Transfers-Out	978.6	-	-	-
	Expenditure Categories Total:	**179,432.2**	**-**	**-**	**-**

Summary of Expenditure and Budget Request for Selected Funds

Agency: Department of Transportation

Fund: DT3737 Highway Properties Fund (Non-Appropriated)

		FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program:					
DTA-2-0	Intermodal Transportation	0.0	-	-	-
	Highway Properties Fund (Non-Appropriated) Summary Total:	**0.0**	**-**	**-**	**-**
	Expenditure Categories				
	FTE	-	-	-	-
	Personal Services	-	-	-	-
	Employee Related Expenditures	-	-	-	-
	Subtotal Personal Services and ERE	**-**	**-**	**-**	**-**
	Professional & Outside Services	-	-	-	-
	Travel In-State	-	-	-	-
	Travel Out-Of-State	-	-	-	-
	Food	-	-	-	-
	Aid To Organizations & Individuals	-	-	-	-
	Other Operating Expenditures	0.0	-	-	-
	Capital Outlay	-	-	-	-
	Capital Equipment	-	-	-	-
	Non-Capital Equipment	-	-	-	-
	Debt Service	-	-	-	-
	Cost Allocation & Indirect Costs	-	-	-	-
	Transfers-Out	-	-	-	-
	Expenditure Categories Total:	**0.0**	**-**	**-**	**-**

Summary of Expenditure and Budget Request for Selected Funds

Agency: Department of Transportation

Fund: DT4071 State Fleet Operations Fund (Appropriated)

		FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program:					
DTA-1-0	Administration	-	1,409.5	-	1,409.5
DTA-4-0	State Motor Vehicle Fleet	24,217.6	36,974.6	(4,200.0)	32,774.6
	State Fleet Operations Fund (Appropriated) Summary Total:	**24,217.6**	**38,384.1**	**(4,200.0)**	**34,184.1**
	Expenditure Categories				
	FTE	10.0	10.0	-	10.0
	Personal Services	548.8	1,676.0	-	1,676.0
	Employee Related Expenditures	316.6	942.6	-	942.6
	Subtotal Personal Services and ERE	**865.4**	**2,618.6**	**-**	**2,618.6**
	Professional & Outside Services	-	-	-	-
	Travel In-State	-	-	-	-
	Travel Out-Of-State	-	-	-	-
	Food	-	-	-	-
	Aid To Organizations & Individuals	-	-	-	-
	Other Operating Expenditures	22,152.2	32,965.5	(4,200.0)	28,765.5
	Capital Outlay	-	-	-	-
	Capital Equipment	-	-	-	-
	Non-Capital Equipment	-	-	-	-
	Debt Service	-	-	-	-
	Cost Allocation & Indirect Costs	1,200.0	2,800.0	-	2,800.0
	Transfers-Out	-	-	-	-
	Expenditure Categories Total:	**24,217.6**	**38,384.1**	**(4,200.0)**	**34,184.1**

Summary of Expenditure and Budget Request for Selected Funds

Agency: Department of Transportation

Fund: DT4072 State Fleet Vehicle Replacement Fund (Appropriated)

		FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program:					
DTA-4-0	State Motor Vehicle Fleet	14,500.7	13,611.3	(3,409.1)	10,202.2
	State Fleet Vehicle Replacement Fund (Appropriated) Summary Total:	**14,500.7**	**13,611.3**	**(3,409.1)**	**10,202.2**
	Expenditure Categories				
	FTE	-	-	-	-
	Personal Services	-	-	-	-
	Employee Related Expenditures	-	-	-	-
	Subtotal Personal Services and ERE	**-**	**-**	**-**	**-**
	Professional & Outside Services	-	-	-	-
	Travel In-State	-	-	-	-
	Travel Out-Of-State	-	-	-	-
	Food	-	-	-	-
	Aid To Organizations & Individuals	-	-	-	-
	Other Operating Expenditures	6.7	-	-	-
	Capital Outlay	-	-	-	-
	Capital Equipment	14,855.7	13,611.3	(3,409.1)	10,202.2
	Non-Capital Equipment	7.3	-	-	-
	Debt Service	-	-	-	-
	Cost Allocation & Indirect Costs	-	-	-	-
	Transfers-Out	(369.0)	-	-	-
	Expenditure Categories Total:	**14,500.7**	**13,611.3**	**(3,409.1)**	**10,202.2**

Summary of Expenditure and Budget Request for Selected Funds

Agency: Department of Transportation

Fund: DT5004 State Highway Fund Bonds Debt Service Fund (Non-Appropriated)

		FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program:					
DTA-1-0	Administration	332,159.8	-	-	-
DTA-2-0	Intermodal Transportation	185,348.0	-	-	-
	State Highway Fund Bonds Debt Service Fund (Non-Appropriated) Summary Total:	**517,507.7**	-	-	-
	Expenditure Categories				
	FTE	-	-	-	-
	Personal Services	844.8	-	-	-
	Employee Related Expenditures	280.3	-	-	-
	Subtotal Personal Services and ERE	**1,125.1**	-	-	-
	Professional & Outside Services	13,495.2	-	-	-
	Travel In-State	2.1	-	-	-
	Travel Out-Of-State	-	-	-	-
	Food	-	-	-	-
	Aid To Organizations & Individuals	-	-	-	-
	Other Operating Expenditures	20.8	-	-	-
	Capital Outlay	175,562.8	-	-	-
	Capital Equipment	-	-	-	-
	Non-Capital Equipment	31.6	-	-	-
	Debt Service	307,658.6	-	-	-
	Cost Allocation & Indirect Costs	17,597.4	-	-	-
	Transfers-Out	2,014.1	-	-	-
	Expenditure Categories Total:	**517,507.7**	-	-	-

Summary of Expenditure and Budget Request for Selected Funds

Agency: Department of Transportation

Fund: DT5008 Regional Area Road Fund Debt Service Fund (Non-Appropriated)

		FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program:					
DTA-1-0	Administration	413.5	-	-	-
	Regional Area Road Fund Debt Service Fund (Non-Appropriated) Summary Total:	**413.5**	**-**	**-**	**-**
	Expenditure Categories				
	FTE	-	-	-	-
	Personal Services	-	-	-	-
	Employee Related Expenditures	-	-	-	-
	Subtotal Personal Services and ERE	**-**	**-**	**-**	**-**
	Professional & Outside Services	(56.3)	-	-	-
	Travel In-State	-	-	-	-
	Travel Out-Of-State	-	-	-	-
	Food	-	-	-	-
	Aid To Organizations & Individuals	-	-	-	-
	Other Operating Expenditures	-	-	-	-
	Capital Outlay	56.3	-	-	-
	Capital Equipment	-	-	-	-
	Non-Capital Equipment	-	-	-	-
	Debt Service	-	-	-	-
	Cost Allocation & Indirect Costs	-	-	-	-
	Transfers-Out	413.5	-	-	-
	Expenditure Categories Total:	**413.5**	**-**	**-**	**-**

Summary of Expenditure and Budget Request for Selected Funds

Agency: Department of Transportation

Fund: DT5906 Smart Corridor Highway Trust Fund (Non-Appropriated)

		FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program:					
DTA-1-0	Administration	-	-	-	-
DTA-2-0	Intermodal Transportation	1.3	-	-	-
	Smart Corridor Highway Trust Fund (Non-Appropriated) Summary Total:	**1.3**	**-**	**-**	**-**
	Expenditure Categories				
	FTE	-	-	-	-
	Personal Services	-	-	-	-
	Employee Related Expenditures	0.8	-	-	-
	Subtotal Personal Services and ERE	**0.8**	**-**	**-**	**-**
	Professional & Outside Services	-	-	-	-
	Travel In-State	-	-	-	-
	Travel Out-Of-State	-	-	-	-
	Food	-	-	-	-
	Aid To Organizations & Individuals	-	-	-	-
	Other Operating Expenditures	0.5	-	-	-
	Capital Outlay	-	-	-	-
	Capital Equipment	-	-	-	-
	Non-Capital Equipment	-	-	-	-
	Debt Service	-	-	-	-
	Cost Allocation & Indirect Costs	-	-	-	-
	Transfers-Out	-	-	-	-
	Expenditure Categories Total:	**1.3**	**-**	**-**	**-**

Summary of Expenditure and Budget Request for Selected Funds

Agency: Department of Transportation

Fund: DT6000 State Match Advantage for Rural Transportation (SMART) Fund (Non-Appropriated)

		FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program:					
DTA-1-0	Administration	6,712.9	-	-	-
DTA-2-0	Intermodal Transportation	9,357.5	-	-	-
	State Match Advantage for Rural Transportation (SMART) Fund (Non-Appropriated) Summary Total:	**16,070.4**	**-**	**-**	**-**
	Expenditure Categories				
	FTE	-	-	-	-
	Personal Services	152.9	-	-	-
	Employee Related Expenditures	61.5	-	-	-
	Subtotal Personal Services and ERE	**214.4**	**-**	**-**	**-**
	Professional & Outside Services	8,144.3	-	-	-
	Travel In-State	0.2	-	-	-
	Travel Out-Of-State	-	-	-	-
	Food	-	-	-	-
	Aid To Organizations & Individuals	827.1	-	-	-
	Other Operating Expenditures	-	-	-	-
	Capital Outlay	177.0	-	-	-
	Capital Equipment	-	-	-	-
	Non-Capital Equipment	-	-	-	-
	Debt Service	-	-	-	-
	Cost Allocation & Indirect Costs	7.3	-	-	-
	Transfers-Out	6,700.0	-	-	-
	Expenditure Categories Total:	**16,070.4**	**-**	**-**	**-**

Program Budget Unit Summary of Expenditure and Budget Request for All Funds

Agency: Department of Transportation

	FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program: DTA-1-0 Administration				
Expenditure Categories				
FTE	703.5	758.0	-	758.0
Personal Services	56,498.7	60,463.9	-	60,463.9
Employee Related Expenditures	24,086.0	26,911.1	-	26,911.1
Subtotal Personal Services and ERE	**80,584.7**	**87,375.0**	**-**	**87,375.0**
Professional & Outside Services	25,976.2	8,094.2	3,088.2	11,182.4
Travel In-State	170.3	102.8	-	102.8
Travel Out-Of-State	114.6	68.4	-	68.4
Food	-	-	-	-
Aid To Organizations & Individuals	988,933.0	-	-	-
Other Operating Expenditures	71,827.7	68,805.7	4,665.2	73,470.9
Capital Outlay	23.4	18.1	-	18.1
Capital Equipment	19,701.6	21,801.5	-	21,801.5
Non-Capital Equipment	2,349.9	1,496.9	6.0	1,502.9
Debt Service	337,629.1	-	-	-
Cost Allocation & Indirect Costs	(9,458.0)	(63,800.0)	-	(63,800.0)
Transfers-Out	55,968.2	465.7	-	465.7
Expenditure Categories Total:	**1,573,820.8**	**124,428.3**	**7,759.4**	**132,187.7**
Fund Source				
Appropriated Funds				
General Fund (Appropriated)	500.0	-	-	-
State Aviation Fund (Appropriated)	1,732.2	1,799.0	552.6	2,351.6
State Highway Fund (Appropriated)	99,364.9	112,146.1	7,206.8	119,352.9
Air Quality Fund (Appropriated)	158.2	-	-	-
Vehicle Inspection and Certificate of Title Enforcement Fund (Appropriated)	0.8	1.4	-	1.4
Motor Vehicle Liability Insurance Enforcement Fund (Appropriated)	0.6	564.3	-	564.3
Highway User Revenue Fund (Appropriated)	2.3	3.6	-	3.6
State Fleet Operations Fund (Appropriated)	-	1,409.5	-	1,409.5
Appropriated Funds Total:	**101,758.9**	**115,923.9**	**7,759.4**	**123,683.3**

Program Budget Unit Summary of Expenditure and Budget Request for All Funds

Agency: Department of Transportation

	FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program: DTA-1-0 Administration				
Non-Appropriated Funds				
State Aviation Fund (Non-Appropriated)	12,061.8	-	-	-
Regional Area Road Fund - Maricopa County (Non-Appropriated)	75,463.7	-	-	-
State Highway Fund (Non-Appropriated)	51,818.5	2,827.9	-	2,827.9
Arizona Highways Magazine Fund (Non-Appropriated)	4,687.0	5,330.3	-	5,330.3
ADOT Federal Programs Fund (Non-Appropriated)	146.9	-	-	-
Cash Deposits Fund (Non-Appropriated)	0.2	-	-	-
Employee Recognition Fund (Non-Appropriated)	1.1	13.0	-	13.0
Grant Anticipation Notes Fund (Non-Appropriated)	59,941.0	-	-	-
Regional Area Road Fund - Maricopa (Non-Appropriated)	12,750.9	-	-	-
IGA and ISA Fund (Non-Appropriated)	292.8	333.2	-	333.2
ADOT Coronavirus State and Local Fiscal Recovery Fund (Non-Appropriated)	2,598.0	-	-	-
Highway User Revenue Fund (Non-Appropriated)	912,521.0	-	-	-
Local Agency Deposits Fund (Non-Appropriated)	492.9	-	-	-
State Highway Fund Bonds Debt Service Fund (Non-Appropriated)	332,159.8	-	-	-
Regional Area Road Fund Debt Service Fund (Non-Appropriated)	413.5	-	-	-
Smart Corridor Highway Trust Fund (Non-Appropriated)	-	-	-	-
State Match Advantage for Rural Transportation (SMART) Fund (Non-Appropriated)	6,712.9	-	-	-
Non-Appropriated Funds Total:	**1,472,061.9**	**8,504.4**	**-**	**8,504.4**
Administration Total:	**1,573,820.8**	**124,428.3**	**7,759.4**	**132,187.7**
Sub Program: DTA-1-1 Director's Office/Transportation Board				
Expenditure Categories				
FTE	15.0	12.0	-	12.0
Personal Services	2,189.9	1,800.9	-	1,800.9

Program Budget Unit Summary of Expenditure and Budget Request for All Funds

Agency: Department of Transportation

	FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program: DTA-1-0 Administration				
Sub Program: DTA-1-1 Director's Office/Transportation Board				
Employee Related Expenditures	744.0	645.9	-	645.9
Subtotal Personal Services and ERE	**2,933.9**	**2,446.8**	**-**	**2,446.8**
Professional & Outside Services	307.8	270.0	-	270.0
Travel In-State	32.3	45.0	-	45.0
Travel Out-Of-State	27.4	26.0	-	26.0
Food	-	-	-	-
Aid To Organizations & Individuals	-	-	-	-
Other Operating Expenditures	121.0	67.9	-	67.9
Capital Outlay	2.0	-	-	-
Capital Equipment	-	-	-	-
Non-Capital Equipment	5.9	2.0	-	2.0
Debt Service	-	-	-	-
Cost Allocation & Indirect Costs	-	-	-	-
Transfers-Out	225.7	225.7	-	225.7
Expenditure Categories Total:	**3,656.0**	**3,083.4**	**-**	**3,083.4**
Fund Source				
Appropriated Funds				
State Highway Fund (Appropriated)	3,656.0	3,083.4	-	3,083.4
Appropriated Funds Total:	**3,656.0**	**3,083.4**	**-**	**3,083.4**
Administration Total:	**3,656.0**	**3,083.4**	**-**	**3,083.4**
Sub Program: DTA-1-2 Transportation Support Services				
Expenditure Categories				
FTE	672.5	730.0	-	730.0
Personal Services	52,994.5	57,233.2	-	57,233.2
Employee Related Expenditures	22,808.3	25,744.3	-	25,744.3
Subtotal Personal Services and ERE	**75,802.7**	**82,977.5**	**-**	**82,977.5**
Professional & Outside Services	21,190.0	3,307.8	2,178.6	5,486.4
Travel In-State	137.1	56.6	-	56.6
Travel Out-Of-State	84.3	41.7	-	41.7
Food	-	-	-	-

Program Budget Unit Summary of Expenditure and Budget Request for All Funds

Agency: Department of Transportation

	FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program: DTA-1-0 Administration				
Sub Program: DTA-1-2 Transportation Support Services				
Aid To Organizations & Individuals	988,933.0	-	-	-
Other Operating Expenditures	68,648.8	64,548.1	4,665.2	69,213.3
Capital Outlay	21.5	18.1	-	18.1
Capital Equipment	902.4	801.5	-	801.5
Non-Capital Equipment	2,323.6	1,482.9	6.0	1,488.9
Debt Service	337,629.1	-	-	-
Cost Allocation & Indirect Costs	(9,458.0)	(63,800.0)	-	(63,800.0)
Transfers-Out	55,742.5	240.0	-	240.0
Expenditure Categories Total:	**1,541,956.9**	**89,674.2**	**6,849.8**	**96,524.0**
Fund Source				
Appropriated Funds				
State Aviation Fund (Appropriated)	1,732.2	1,799.0	552.6	2,351.6
State Highway Fund (Appropriated)	72,687.9	82,722.3	6,297.2	89,019.5
Air Quality Fund (Appropriated)	158.2	-	-	-
Vehicle Inspection and Certificate of Title Enforcement Fund (Appropriated)	0.8	1.4	-	1.4
Motor Vehicle Liability Insurance Enforcement Fund (Appropriated)	0.6	564.3	-	564.3
Highway User Revenue Fund (Appropriated)	2.3	3.6	-	3.6
State Fleet Operations Fund (Appropriated)	-	1,409.5	-	1,409.5
Appropriated Funds Total:	**74,582.0**	**86,500.1**	**6,849.8**	**93,349.9**

Program Budget Unit Summary of Expenditure and Budget Request for All Funds

Agency: Department of Transportation

	FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program: DTA-1-0 Administration				
Sub Program: DTA-1-2 Transportation Support Services				
Non-Appropriated Funds				
State Aviation Fund (Non-Appropriated)	12,061.8	-	-	-
Regional Area Road Fund - Maricopa County (Non-Appropriated)	75,463.7	-	-	-
State Highway Fund (Non-Appropriated)	51,818.5	2,827.9	-	2,827.9
ADOT Federal Programs Fund (Non-Appropriated)	146.9	-	-	-
Cash Deposits Fund (Non-Appropriated)	0.2	-	-	-
Employee Recognition Fund (Non-Appropriated)	1.1	13.0	-	13.0
Grant Anticipation Notes Fund (Non-Appropriated)	59,941.0	-	-	-
Regional Area Road Fund - Maricopa (Non-Appropriated)	12,750.9	-	-	-
IGA and ISA Fund (Non-Appropriated)	292.8	333.2	-	333.2
ADOT Coronavirus State and Local Fiscal Recovery Fund (Non-Appropriated)	2,598.0	-	-	-
Highway User Revenue Fund (Non-Appropriated)	912,521.0	-	-	-
Local Agency Deposits Fund (Non-Appropriated)	492.9	-	-	-
State Highway Fund Bonds Debt Service Fund (Non-Appropriated)	332,159.8	-	-	-
Regional Area Road Fund Debt Service Fund (Non-Appropriated)	413.5	-	-	-
Smart Corridor Highway Trust Fund (Non-Appropriated)	-	-	-	-
State Match Advantage for Rural Transportation (SMART) Fund (Non-Appropriated)	6,712.9	-	-	-
Non-Appropriated Funds Total:	**1,467,375.0**	**3,174.1**	**-**	**3,174.1**
Administration Total:	**1,541,956.9**	**89,674.2**	**6,849.8**	**96,524.0**
Sub Program: DTA-1-3 Arizona Highways Magazine				
Expenditure Categories				
FTE	16.0	16.0	-	16.0
Personal Services	1,314.3	1,429.8	-	1,429.8

Program Budget Unit Summary of Expenditure and Budget Request for All Funds

Agency: Department of Transportation

	FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program: DTA-1-0 Administration				
Sub Program: DTA-1-3 Arizona Highways Magazine				
Employee Related Expenditures	533.7	520.9	-	520.9
Subtotal Personal Services and ERE	**1,848.0**	**1,950.7**	**-**	**1,950.7**
Professional & Outside Services	538.1	576.0	-	576.0
Travel In-State	0.9	1.2	-	1.2
Travel Out-Of-State	2.9	0.7	-	0.7
Food	-	-	-	-
Aid To Organizations & Individuals	-	-	-	-
Other Operating Expenditures	2,286.3	2,789.7	-	2,789.7
Capital Outlay	-	-	-	-
Capital Equipment	-	-	-	-
Non-Capital Equipment	10.7	12.0	-	12.0
Debt Service	-	-	-	-
Cost Allocation & Indirect Costs	-	-	-	-
Transfers-Out	-	-	-	-
Expenditure Categories Total:	**4,687.0**	**5,330.3**	**-**	**5,330.3**
Fund Source				
Non-Appropriated Funds				
Arizona Highways Magazine Fund (Non-Appropriated)	4,687.0	5,330.3	-	5,330.3
Non-Appropriated Funds Total:	**4,687.0**	**5,330.3**	**-**	**5,330.3**
Administration Total:	**4,687.0**	**5,330.3**	**-**	**5,330.3**
Sub Program: DTA-1-4 SLI Attorney General Legal Services				
Expenditure Categories				
FTE	-	-	-	-
Personal Services	-	-	-	-
Employee Related Expenditures	-	-	-	-
Subtotal Personal Services and ERE	**-**	**-**	**-**	**-**
Professional & Outside Services	3,940.4	3,940.4	909.6	4,850.0
Travel In-State	-	-	-	-
Travel Out-Of-State	-	-	-	-
Food	-	-	-	-

Program Budget Unit Summary of Expenditure and Budget Request for All Funds

Agency: Department of Transportation

	FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program: DTA-1-0 Administration				
Sub Program: DTA-1-4 SLI Attorney General Legal Services				
Aid To Organizations & Individuals	-	-	-	-
Other Operating Expenditures	-	-	-	-
Capital Outlay	-	-	-	-
Capital Equipment	-	-	-	-
Non-Capital Equipment	-	-	-	-
Debt Service	-	-	-	-
Cost Allocation & Indirect Costs	-	-	-	-
Transfers-Out	-	-	-	-
Expenditure Categories Total:	**3,940.4**	**3,940.4**	**909.6**	**4,850.0**
Fund Source				
Appropriated Funds				
State Highway Fund (Appropriated)	3,940.4	3,940.4	909.6	4,850.0
Appropriated Funds Total:	**3,940.4**	**3,940.4**	**909.6**	**4,850.0**
Administration Total:	**3,940.4**	**3,940.4**	**909.6**	**4,850.0**
Sub Program: DTA-1-9 SLI ADOT Fleet Replacement				
Expenditure Categories				
FTE	-	-	-	-
Personal Services	-	-	-	-
Employee Related Expenditures	-	-	-	-
Subtotal Personal Services and ERE	**-**	**-**	**-**	**-**
Professional & Outside Services	-	-	-	-
Travel In-State	-	-	-	-
Travel Out-Of-State	-	-	-	-
Food	-	-	-	-
Aid To Organizations & Individuals	-	-	-	-
Other Operating Expenditures	271.6	1,400.0	-	1,400.0
Capital Outlay	-	-	-	-
Capital Equipment	18,799.3	21,000.0	-	21,000.0
Non-Capital Equipment	9.7	-	-	-
Debt Service	-	-	-	-

Program Budget Unit Summary of Expenditure and Budget Request for All Funds

Agency: Department of Transportation

	FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program: DTA-1-0 Administration				
Sub Program: DTA-1-9 SLI ADOT Fleet Replacement				
Cost Allocation & Indirect Costs	-	-	-	-
Transfers-Out	-	-	-	-
Expenditure Categories Total:	**19,080.5**	**22,400.0**	**-**	**22,400.0**
Fund Source				
Appropriated Funds				
State Highway Fund (Appropriated)	19,080.5	22,400.0	-	22,400.0
Appropriated Funds Total:	**19,080.5**	**22,400.0**	**-**	**22,400.0**
Administration Total:	**19,080.5**	**22,400.0**	**-**	**22,400.0**
Sub Program: DTA-1-12 SLI Spaying and Neutering of Animals Fund Deposit				
Expenditure Categories				
FTE	-	-	-	-
Personal Services	-	-	-	-
Employee Related Expenditures	-	-	-	-
Subtotal Personal Services and ERE	**-**	**-**	**-**	**-**
Professional & Outside Services	-	-	-	-
Travel In-State	-	-	-	-
Travel Out-Of-State	-	-	-	-
Food	-	-	-	-
Aid To Organizations & Individuals	-	-	-	-
Other Operating Expenditures	500.0	-	-	-
Capital Outlay	-	-	-	-
Capital Equipment	-	-	-	-
Non-Capital Equipment	-	-	-	-
Debt Service	-	-	-	-
Cost Allocation & Indirect Costs	-	-	-	-
Transfers-Out	-	-	-	-
Expenditure Categories Total:	**500.0**	**-**	**-**	**-**

Program Budget Unit Summary of Expenditure and Budget Request for All Funds

Agency: Department of Transportation

	FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program: DTA-1-0 Administration				
Sub Program: DTA-1-12 SLI Spaying and Neutering of Animals Fund Deposit				
Fund Source				
Appropriated Funds				
General Fund (Appropriated)	500.0	-	-	-
Appropriated Funds Total:	**500.0**	**-**	**-**	**-**
Administration Total:	**500.0**	**-**	**-**	**-**

Program Budget Unit Summary of Expenditure and Budget Request for All Funds

Agency: Department of Transportation

Program: DTA-2-0 Intermodal Transportation

	FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Expenditure Categories				
FTE	1,806.0	1,885.0	3.0	1,888.0
Personal Services	125,386.6	103,251.6	144.0	103,395.6
Employee Related Expenditures	57,845.7	52,847.1	66.3	52,913.4
Subtotal Personal Services and ERE	**183,232.3**	**156,098.7**	**210.3**	**156,309.0**
Professional & Outside Services	202,624.4	2,727.1	-	2,727.1
Travel In-State	988.4	589.3	-	589.3
Travel Out-Of-State	165.6	91.0	-	91.0
Food	7.0	-	-	-
Aid To Organizations & Individuals	114,615.8	-	-	-
Other Operating Expenditures	163,151.8	197,367.1	(2,465.6)	194,901.5
Capital Outlay	1,415,139.8	-	-	-
Capital Equipment	4,575.2	3,490.6	170.0	3,660.6
Non-Capital Equipment	3,623.8	631.0	-	631.0
Debt Service	-	-	-	-
Cost Allocation & Indirect Costs	236.2	-	-	-
Transfers-Out	5,092.8	-	-	-
Expenditure Categories Total:	**2,093,453.0**	**360,994.8**	**(2,085.3)**	**358,909.5**
Fund Source				
Appropriated Funds				
State Aviation Fund (Appropriated)	591.6	872.9	-	872.9
State Highway Fund (Appropriated)	259,872.6	322,617.7	(2,410.2)	320,207.5
Highway Damage Recovery Account Fund (Appropriated)	7,080.0	7,999.0	-	7,999.0
ADOT Fleet Operations Fund (Appropriated)	24,056.6	28,378.9	295.1	28,674.0
Air Quality Fund (Appropriated)	851.9	874.3	29.9	904.2
Appropriated Funds Total:	**292,452.6**	**360,742.8**	**(2,085.3)**	**358,657.5**

Program Budget Unit Summary of Expenditure and Budget Request for All Funds

Agency: Department of Transportation

	FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program: DTA-2-0 Intermodal Transportation				
Non-Appropriated Funds				
Regional Area Road Fund - Maricopa County (Non-Appropriated)	598,274.7	-	-	-
State Highway Fund (Non-Appropriated)	760,887.9	252.0	-	252.0
ADOT Fleet Operations Fund (Non-Appropriated)	0.4	-	-	-
ADOT Federal Programs Fund (Non-Appropriated)	28,323.6	-	-	-
Economic Strength Project Fund (Non-Appropriated)	1,914.6	-	-	-
Regional Area Road Fund - Maricopa (Non-Appropriated)	35.0	-	-	-
ADOT Coronavirus State and Local Fiscal Recovery Fund (Non-Appropriated)	37,918.1	-	-	-
Local Agency Deposits Fund (Non-Appropriated)	178,939.3	-	-	-
Highway Properties Fund (Non-Appropriated)	0.0	-	-	-
State Highway Fund Bonds Debt Service Fund (Non-Appropriated)	185,348.0	-	-	-
Smart Corridor Highway Trust Fund (Non-Appropriated)	1.3	-	-	-
State Match Advantage for Rural Transportation (SMART) Fund (Non-Appropriated)	9,357.5	-	-	-
Non-Appropriated Funds Total:	**1,801,000.4**	**252.0**	**-**	**252.0**
Intermodal Transportation Total:	**2,093,453.0**	**360,994.8**	**(2,085.3)**	**358,909.5**
Sub Program: DTA-2-1 SLI Highway Maintenance				
Expenditure Categories				
FTE	838.0	760.0	2.0	762.0
Personal Services	50,642.1	44,239.4	125.0	44,364.4
Employee Related Expenditures	25,105.0	23,730.7	59.0	23,789.7
Subtotal Personal Services and ERE	**75,747.1**	**67,970.1**	**184.0**	**68,154.1**
Professional & Outside Services	331.3	300.0	-	300.0
Travel In-State	308.4	250.0	-	250.0
Travel Out-Of-State	7.5	10.0	-	10.0
Food	1.1	-	-	-

Program Budget Unit Summary of Expenditure and Budget Request for All Funds

Agency: Department of Transportation

	FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program: DTA-2-0 Intermodal Transportation				
Sub Program: DTA-2-1 SLI Highway Maintenance				
Aid To Organizations & Individuals	-	-	-	-
Other Operating Expenditures	89,653.2	106,519.4	4,195.3	110,714.7
Capital Outlay	41.5	-	-	-
Capital Equipment	1,921.3	875.0	170.0	1,045.0
Non-Capital Equipment	455.7	250.0	-	250.0
Debt Service	-	-	-	-
Cost Allocation & Indirect Costs	-	-	-	-
Transfers-Out	-	-	-	-
Expenditure Categories Total:	**168,467.0**	**176,174.5**	**4,549.3**	**180,723.8**
Fund Source				
Appropriated Funds				
State Highway Fund (Appropriated)	151,601.2	176,174.5	4,549.3	180,723.8
Appropriated Funds Total:	**151,601.2**	**176,174.5**	**4,549.3**	**180,723.8**
Non-Appropriated Funds				
Regional Area Road Fund - Maricopa County (Non-Appropriated)	16,735.3	-	-	-
State Highway Fund (Non-Appropriated)	122.2	-	-	-
Local Agency Deposits Fund (Non-Appropriated)	8.3	-	-	-
Non-Appropriated Funds Total:	**16,865.8**	**-**	**-**	**-**
Intermodal Transportation Total:	**168,467.0**	**176,174.5**	**4,549.3**	**180,723.8**
Sub Program: DTA-2-2 Construction				
Expenditure Categories				
FTE	718.0	845.0	-	845.0
Personal Services	56,712.2	44,467.0	-	44,467.0
Employee Related Expenditures	24,689.9	21,402.0	-	21,402.0
Subtotal Personal Services and ERE	**81,402.1**	**65,869.0**	**-**	**65,869.0**
Professional & Outside Services	188,308.1	1,792.3	-	1,792.3
Travel In-State	565.9	281.9	-	281.9
Travel Out-Of-State	80.7	65.0	-	65.0

Program Budget Unit Summary of Expenditure and Budget Request for All Funds

Agency: Department of Transportation

	FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program: DTA-2-0 Intermodal Transportation				
Sub Program: DTA-2-2 Construction				
Food	5.9	-	-	-
Aid To Organizations & Individuals	50,479.5	-	-	-
Other Operating Expenditures	22,157.7	25,650.2	(776.9)	24,873.3
Capital Outlay	1,415,097.5	-	-	-
Capital Equipment	627.8	539.0	-	539.0
Non-Capital Equipment	3,147.8	277.5	-	277.5
Debt Service	-	-	-	-
Cost Allocation & Indirect Costs	-	-	-	-
Transfers-Out	2,764.0	-	-	-
Expenditure Categories Total:	**1,764,636.9**	**94,474.9**	**(776.9)**	**93,698.0**
Fund Source				
Appropriated Funds				
State Highway Fund (Appropriated)	68,821.3	94,222.9	(776.9)	93,446.0
Appropriated Funds Total:	**68,821.3**	**94,222.9**	**(776.9)**	**93,446.0**
Non-Appropriated Funds				
Regional Area Road Fund - Maricopa County (Non-Appropriated)	581,539.4	-	-	-
State Highway Fund (Non-Appropriated)	741,837.2	252.0	-	252.0
Regional Area Road Fund - Maricopa (Non-Appropriated)	35.0	-	-	-
ADOT Coronavirus State and Local Fiscal Recovery Fund (Non-Appropriated)	37,918.1	-	-	-
Local Agency Deposits Fund (Non-Appropriated)	140,682.6	-	-	-
Highway Properties Fund (Non-Appropriated)	0.0	-	-	-
State Highway Fund Bonds Debt Service Fund (Non-Appropriated)	185,348.0	-	-	-
Smart Corridor Highway Trust Fund (Non-Appropriated)	1.3	-	-	-
State Match Advantage for Rural Transportation (SMART) Fund (Non-Appropriated)	8,454.0	-	-	-
Non-Appropriated Funds Total:	**1,695,815.6**	**252.0**	**-**	**252.0**
Intermodal Transportation Total:	**1,764,636.9**	**94,474.9**	**(776.9)**	**93,698.0**

Program Budget Unit Summary of Expenditure and Budget Request for All Funds

Agency: Department of Transportation

	FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program: DTA-2-0 Intermodal Transportation				
Sub Program: DTA-2-3 Intermodal Transportation Planning				
Expenditure Categories				
FTE	71.0	92.0	1.0	93.0
Personal Services	6,832.1	2,820.9	19.0	2,839.9
Employee Related Expenditures	2,757.3	1,456.5	7.4	1,463.9
Subtotal Personal Services and ERE	**9,589.4**	**4,277.4**	**26.4**	**4,303.8**
Professional & Outside Services	13,602.2	209.8	-	209.8
Travel In-State	46.6	7.4	-	7.4
Travel Out-Of-State	68.9	11.0	-	11.0
Food	-	-	-	-
Aid To Organizations & Individuals	64,136.3	-	-	-
Other Operating Expenditures	2,224.7	208.9	3.5	212.4
Capital Outlay	-	-	-	-
Capital Equipment	21.9	-	-	-
Non-Capital Equipment	(94.0)	3.5	-	3.5
Debt Service	-	-	-	-
Cost Allocation & Indirect Costs	236.2	-	-	-
Transfers-Out	2,328.8	-	-	-
Expenditure Categories Total:	**92,161.0**	**4,718.0**	**29.9**	**4,747.9**

Program Budget Unit Summary of Expenditure and Budget Request for All Funds

Agency: Department of Transportation

	FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program: DTA-2-0 Intermodal Transportation				
Fund Source				
Appropriated Funds				
State Aviation Fund (Appropriated)	591.6	872.9	-	872.9
State Highway Fund (Appropriated)	2,399.1	2,970.8	-	2,970.8
Air Quality Fund (Appropriated)	851.9	874.3	29.9	904.2
Appropriated Funds Total:	**3,842.5**	**4,718.0**	**29.9**	**4,747.9**
Non-Appropriated Funds				
State Highway Fund (Non-Appropriated)	18,928.5	-	-	-
ADOT Federal Programs Fund (Non-Appropriated)	28,323.6	-	-	-
Economic Strength Project Fund (Non-Appropriated)	1,914.6	-	-	-
Local Agency Deposits Fund (Non-Appropriated)	38,248.4	-	-	-
State Match Advantage for Rural Transportation (SMART) Fund (Non-Appropriated)	903.5	-	-	-
Non-Appropriated Funds Total:	**88,318.5**	**-**	**-**	**-**
Intermodal Transportation Total:	**92,161.0**	**4,718.0**	**29.9**	**4,747.9**
Sub Program: DTA-2-4 SLI Vehicles and Heavy Equipment				
Expenditure Categories				
FTE	179.0	188.0	-	188.0
Personal Services	10,510.7	10,872.6	-	10,872.6
Employee Related Expenditures	5,018.9	5,901.7	-	5,901.7
Subtotal Personal Services and ERE	**15,529.6**	**16,774.3**	**-**	**16,774.3**
Professional & Outside Services	382.7	425.0	-	425.0
Travel In-State	67.6	50.0	-	50.0
Travel Out-Of-State	8.5	5.0	-	5.0
Food	-	-	-	-
Aid To Organizations & Individuals	-	-	-	-
Other Operating Expenditures	7,162.4	9,574.6	-	9,574.6
Capital Outlay	0.8	-	-	-
Capital Equipment	405.4	450.0	-	450.0
Non-Capital Equipment	114.3	100.0	-	100.0

Program Budget Unit Summary of Expenditure and Budget Request for All Funds

Agency: Department of Transportation

	FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program: DTA-2-0 Intermodal Transportation				
Sub Program: DTA-2-4 SLI Vehicles and Heavy Equipment				
Debt Service	-	-	-	-
Cost Allocation & Indirect Costs	-	-	-	-
Transfers-Out	-	-	-	-
Expenditure Categories Total:	**23,671.4**	**27,378.9**	**-**	**27,378.9**
Fund Source				
Appropriated Funds				
ADOT Fleet Operations Fund (Appropriated)	23,671.0	27,378.9	-	27,378.9
Appropriated Funds Total:	**23,671.0**	**27,378.9**	**-**	**27,378.9**
Non-Appropriated Funds				
ADOT Fleet Operations Fund (Non-Appropriated)	0.4	-	-	-
Non-Appropriated Funds Total:	**0.4**	**-**	**-**	**-**
Intermodal Transportation Total:	**23,671.4**	**27,378.9**	**-**	**27,378.9**
Sub Program: DTA-2-5 SLI ADOT fleet vehicles and heavy equipment maintenance contingency				
Expenditure Categories				
FTE	-	-	-	-
Personal Services	-	-	-	-
Employee Related Expenditures	-	-	-	-
Subtotal Personal Services and ERE	**-**	**-**	**-**	**-**
Professional & Outside Services	-	-	-	-
Travel In-State	-	-	-	-
Travel Out-Of-State	-	-	-	-
Food	-	-	-	-
Aid To Organizations & Individuals	-	-	-	-
Other Operating Expenditures	385.6	1,000.0	295.1	1,295.1
Capital Outlay	-	-	-	-
Capital Equipment	-	-	-	-
Non-Capital Equipment	-	-	-	-
Debt Service	-	-	-	-
Cost Allocation & Indirect Costs	-	-	-	-

Program Budget Unit Summary of Expenditure and Budget Request for All Funds

Agency: Department of Transportation

	FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program: DTA-2-0 Intermodal Transportation				
Sub Program: DTA-2-5 SLI ADOT fleet vehicles and heavy equipment maintenance contingency				
Transfers-Out	-	-	-	-
Expenditure Categories Total:	**385.6**	**1,000.0**	**295.1**	**1,295.1**
Fund Source				
Appropriated Funds				
ADOT Fleet Operations Fund (Appropriated)	385.6	1,000.0	295.1	1,295.1
Appropriated Funds Total:	**385.6**	**1,000.0**	**295.1**	**1,295.1**
Intermodal Transportation Total:	**385.6**	**1,000.0**	**295.1**	**1,295.1**
Sub Program: DTA-2-6 SLI Construction Management System Replacement				
Expenditure Categories				
FTE	-	-	-	-
Personal Services	-	-	-	-
Employee Related Expenditures	-	-	-	-
Subtotal Personal Services and ERE	**-**	**-**	**-**	**-**
Professional & Outside Services	-	-	-	-
Travel In-State	-	-	-	-
Travel Out-Of-State	-	-	-	-
Food	-	-	-	-
Aid To Organizations & Individuals	-	-	-	-
Other Operating Expenditures	3,314.3	6,844.6	(5,322.1)	1,522.5
Capital Outlay	-	-	-	-
Capital Equipment	-	-	-	-
Non-Capital Equipment	-	-	-	-
Debt Service	-	-	-	-
Cost Allocation & Indirect Costs	-	-	-	-
Transfers-Out	-	-	-	-
Expenditure Categories Total:	**3,314.3**	**6,844.6**	**(5,322.1)**	**1,522.5**

Program Budget Unit Summary of Expenditure and Budget Request for All Funds

Agency: Department of Transportation

	FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program: DTA-2-0 Intermodal Transportation				
Sub Program: DTA-2-6 SLI Construction Management System Replacement				
Fund Source				
Appropriated Funds				
State Highway Fund (Appropriated)	3,314.3	6,844.6	(5,322.1)	1,522.5
Appropriated Funds Total:	**3,314.3**	**6,844.6**	**(5,322.1)**	**1,522.5**
Intermodal Transportation Total:	**3,314.3**	**6,844.6**	**(5,322.1)**	**1,522.5**
Sub Program: DTA-2-7 SLI Livestock Control and Wildlife Crossing				
Expenditure Categories				
FTE	-	-	-	-
Personal Services	61.3	100.0	-	100.0
Employee Related Expenditures	33.5	50.4	-	50.4
Subtotal Personal Services and ERE	**94.8**	**150.4**	**-**	**150.4**
Professional & Outside Services	-	-	-	-
Travel In-State	-	-	-	-
Travel Out-Of-State	-	-	-	-
Food	-	-	-	-
Aid To Organizations & Individuals	-	-	-	-
Other Operating Expenditures	336.6	1,349.6	-	1,349.6
Capital Outlay	-	-	-	-
Capital Equipment	-	-	-	-
Non-Capital Equipment	-	-	-	-
Debt Service	-	-	-	-
Cost Allocation & Indirect Costs	-	-	-	-
Transfers-Out	-	-	-	-
Expenditure Categories Total:	**431.4**	**1,500.0**	**-**	**1,500.0**
Fund Source				
Appropriated Funds				
State Highway Fund (Appropriated)	431.4	1,500.0	-	1,500.0
Appropriated Funds Total:	**431.4**	**1,500.0**	**-**	**1,500.0**
Intermodal Transportation Total:	**431.4**	**1,500.0**	**-**	**1,500.0**

Program Budget Unit Summary of Expenditure and Budget Request for All Funds

Agency: Department of Transportation

	FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program: DTA-2-0 Intermodal Transportation				
Sub Program: DTA-2-8 SLI Highway Damage Recovery Account				
Expenditure Categories				
FTE	-	-	-	-
Personal Services	-	-	-	-
Employee Related Expenditures	-	-	-	-
Subtotal Personal Services and ERE	-	-	-	-
Professional & Outside Services	-	-	-	-
Travel In-State	-	-	-	-
Travel Out-Of-State	-	-	-	-
Food	-	-	-	-
Aid To Organizations & Individuals	-	-	-	-
Other Operating Expenditures	7,080.0	7,999.0	-	7,999.0
Capital Outlay	-	-	-	-
Capital Equipment	-	-	-	-
Non-Capital Equipment	-	-	-	-
Debt Service	-	-	-	-
Cost Allocation & Indirect Costs	-	-	-	-
Transfers-Out	-	-	-	-
Expenditure Categories Total:	**7,080.0**	**7,999.0**	**-**	**7,999.0**
Fund Source				
Appropriated Funds				
Highway Damage Recovery Account Fund (Appropriated)	7,080.0	7,999.0	-	7,999.0
Appropriated Funds Total:	**7,080.0**	**7,999.0**	**-**	**7,999.0**
Intermodal Transportation Total:	**7,080.0**	**7,999.0**	**-**	**7,999.0**
Sub Program: DTA-2-11 SLI Preventative Surface Treatments				
Expenditure Categories				
FTE	-	-	-	-
Personal Services	628.1	751.7	-	751.7
Employee Related Expenditures	241.2	305.8	-	305.8

Program Budget Unit Summary of Expenditure and Budget Request for All Funds

Agency: Department of Transportation

	FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program: DTA-2-0 Intermodal Transportation				
Sub Program: DTA-2-11 SLI Preventative Surface Treatments				
Subtotal Personal Services and ERE	**869.3**	**1,057.5**	**-**	**1,057.5**
Professional & Outside Services	-	-	-	-
Travel In-State	-	-	-	-
Travel Out-Of-State	-	-	-	-
Food	-	-	-	-
Aid To Organizations & Individuals	-	-	-	-
Other Operating Expenditures	27,879.8	35,084.5	(860.5)	34,224.0
Capital Outlay	-	-	-	-
Capital Equipment	-	-	-	-
Non-Capital Equipment	-	-	-	-
Debt Service	-	-	-	-
Cost Allocation & Indirect Costs	-	-	-	-
Transfers-Out	-	-	-	-
Expenditure Categories Total:	**28,749.1**	**36,142.0**	**(860.5)**	**35,281.5**
Fund Source				
Appropriated Funds				
State Highway Fund (Appropriated)	28,749.1	36,142.0	(860.5)	35,281.5
Appropriated Funds Total:	**28,749.1**	**36,142.0**	**(860.5)**	**35,281.5**
Intermodal Transportation Total:	**28,749.1**	**36,142.0**	**(860.5)**	**35,281.5**
Sub Program: DTA-2-13 SLI Targeted Statewide Litter Removal				
Expenditure Categories				
FTE	-	-	-	-
Personal Services	-	-	-	-
Employee Related Expenditures	-	-	-	-
Subtotal Personal Services and ERE	**-**	**-**	**-**	**-**
Professional & Outside Services	-	-	-	-
Travel In-State	-	-	-	-
Travel Out-Of-State	-	-	-	-
Food	-	-	-	-
Aid To Organizations & Individuals	-	-	-	-

Program Budget Unit Summary of Expenditure and Budget Request for All Funds

Agency: Department of Transportation

	FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program: DTA-2-0 Intermodal Transportation				
Sub Program: DTA-2-13 SLI Targeted Statewide Litter Removal				
Other Operating Expenditures	2,927.8	3,106.8	-	3,106.8
Capital Outlay	-	-	-	-
Capital Equipment	-	-	-	-
Non-Capital Equipment	-	-	-	-
Debt Service	-	-	-	-
Cost Allocation & Indirect Costs	-	-	-	-
Transfers-Out	-	-	-	-
Expenditure Categories Total:	**2,927.8**	**3,106.8**	**-**	**3,106.8**
Fund Source				
Appropriated Funds				
State Highway Fund (Appropriated)	2,927.8	3,106.8	-	3,106.8
Appropriated Funds Total:	**2,927.8**	**3,106.8**	**-**	**3,106.8**
Intermodal Transportation Total:	**2,927.8**	**3,106.8**	**-**	**3,106.8**
Sub Program: DTA-2-14 SLI Radio Lifecycle Replacement				
Expenditure Categories				
FTE	-	-	-	-
Personal Services	-	-	-	-
Employee Related Expenditures	-	-	-	-
Subtotal Personal Services and ERE	**-**	**-**	**-**	**-**
Professional & Outside Services	-	-	-	-
Travel In-State	-	-	-	-
Travel Out-Of-State	-	-	-	-
Food	-	-	-	-
Aid To Organizations & Individuals	-	-	-	-
Other Operating Expenditures	29.5	29.5	-	29.5
Capital Outlay	-	-	-	-
Capital Equipment	1,598.8	1,626.6	-	1,626.6
Non-Capital Equipment	-	-	-	-
Debt Service	-	-	-	-
Cost Allocation & Indirect Costs	-	-	-	-

Program Budget Unit Summary of Expenditure and Budget Request for All Funds

Agency: Department of Transportation

	FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program: DTA-2-0 Intermodal Transportation				
Sub Program: DTA-2-14 SLI Radio Lifecycle Replacement				
Transfers-Out	-	-	-	-
Expenditure Categories Total:	**1,628.3**	**1,656.1**	**-**	**1,656.1**
Fund Source				
Appropriated Funds				
State Highway Fund (Appropriated)	1,628.3	1,656.1	-	1,656.1
Appropriated Funds Total:	**1,628.3**	**1,656.1**	**-**	**1,656.1**
Intermodal Transportation Total:	**1,628.3**	**1,656.1**	**-**	**1,656.1**

Program Budget Unit Summary of Expenditure and Budget Request for All Funds

Agency: Department of Transportation

	FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program: DTA-3-0 Motor Vehicle				
Expenditure Categories				
FTE	1,107.0	1,147.0	8.0	1,155.0
Personal Services	55,457.6	55,405.4	470.3	55,875.7
Employee Related Expenditures	28,192.9	31,654.5	229.1	31,883.6
Subtotal Personal Services and ERE	**83,650.5**	**87,059.9**	**699.4**	**87,759.3**
Professional & Outside Services	3,275.7	1,201.2	62.4	1,263.6
Travel In-State	380.5	392.7	-	392.7
Travel Out-Of-State	49.4	22.4	-	22.4
Food	4.2	0.8	-	0.8
Aid To Organizations & Individuals	8,120.8	-	-	-
Other Operating Expenditures	40,541.9	39,405.7	1,050.2	40,455.9
Capital Outlay	10.8	39.2	-	39.2
Capital Equipment	1,445.4	1,323.9	2,746.7	4,070.6
Non-Capital Equipment	937.5	604.5	183.1	787.6
Debt Service	-	-	-	-
Cost Allocation & Indirect Costs	-	-	-	-
Transfers-Out	(798.7)	-	-	-
Expenditure Categories Total:	**137,618.0**	**130,050.3**	**4,741.8**	**134,792.1**
Fund Source				
Appropriated Funds				
State Highway Fund (Appropriated)	108,554.8	115,178.0	2,217.4	117,395.4
Ignition Interlock Device Fund (Appropriated)	374.4	350.6	-	350.6
Vehicle Inspection and Certificate of Title Enforcement Fund (Appropriated)	1,664.4	1,886.3	-	1,886.3
Motor Vehicle Liability Insurance Enforcement Fund (Appropriated)	1,599.1	1,677.5	2,524.4	4,201.9
Highway User Revenue Fund (Appropriated)	809.5	857.9	-	857.9
Appropriated Funds Total:	**113,002.3**	**119,950.3**	**4,741.8**	**124,692.1**

Program Budget Unit Summary of Expenditure and Budget Request for All Funds

Agency: Department of Transportation

	FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program: DTA-3-0 Motor Vehicle				
Non-Appropriated Funds				
State Highway Fund (Non-Appropriated)	13,577.5	8,900.0	-	8,900.0
Abandoned Vehicles Administration Fund (Non-Appropriated)	1,022.2	1,200.0	-	1,200.0
IGA and ISA Fund (Non-Appropriated)	1,895.3	-	-	-
Statewide Special Plates Fund (Non-Appropriated)	8,120.8	-	-	-
Non-Appropriated Funds Total:	**24,615.8**	**10,100.0**	**-**	**10,100.0**
Motor Vehicle Total:	**137,618.0**	**130,050.3**	**4,741.8**	**134,792.1**
Sub Program: DTA-3-1 Customer Services				
Expenditure Categories				
FTE	832.0	841.0	-	841.0
Personal Services	37,215.6	36,732.2	-	36,732.2
Employee Related Expenditures	19,434.7	21,829.6	-	21,829.6
Subtotal Personal Services and ERE	**56,650.3**	**58,561.8**	**-**	**58,561.8**
Professional & Outside Services	3,095.1	1,200.0	-	1,200.0
Travel In-State	164.6	192.0	-	192.0
Travel Out-Of-State	15.1	9.6	-	9.6
Food	3.4	-	-	-
Aid To Organizations & Individuals	8,120.8	-	-	-
Other Operating Expenditures	36,628.3	35,318.9	603.2	35,922.1
Capital Outlay	4.1	36.0	-	36.0
Capital Equipment	-	36.0	-	36.0
Non-Capital Equipment	127.3	-	-	-
Debt Service	-	-	-	-
Cost Allocation & Indirect Costs	-	-	-	-
Transfers-Out	-	-	-	-
Expenditure Categories Total:	**104,809.0**	**95,354.3**	**603.2**	**95,957.5**

Program Budget Unit Summary of Expenditure and Budget Request for All Funds

Agency: Department of Transportation

	FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program: DTA-3-0 Motor Vehicle				
Sub Program: DTA-3-1 Customer Services				
Fund Source				
Appropriated Funds				
State Highway Fund (Appropriated)	81,482.4	84,345.9	603.2	84,949.1
Ignition Interlock Device Fund (Appropriated)	374.4	350.6	-	350.6
Motor Vehicle Liability Insurance Enforcement Fund (Appropriated)	504.2	557.8	-	557.8
Appropriated Funds Total:	**82,361.1**	**85,254.3**	**603.2**	**85,857.5**
Non-Appropriated Funds				
State Highway Fund (Non-Appropriated)	11,451.9	8,900.0	-	8,900.0
Abandoned Vehicles Administration Fund (Non-Appropriated)	1,022.2	1,200.0	-	1,200.0
IGA and ISA Fund (Non-Appropriated)	1,853.1	-	-	-
Statewide Special Plates Fund (Non-Appropriated)	8,120.8	-	-	-
Non-Appropriated Funds Total:	**22,448.0**	**10,100.0**	**-**	**10,100.0**
Motor Vehicle Total:	**104,809.0**	**95,354.3**	**603.2**	**95,957.5**
Sub Program: DTA-3-2 Motor Vehicle Enforcement Services				
Expenditure Categories				
FTE	246.0	279.0	8.0	287.0
Personal Services	17,102.9	17,476.1	470.3	17,946.4
Employee Related Expenditures	8,235.7	8,996.0	229.1	9,225.1
Subtotal Personal Services and ERE	**25,338.6**	**26,472.1**	**699.4**	**27,171.5**
Professional & Outside Services	180.7	1.2	62.4	63.6
Travel In-State	215.8	200.7	-	200.7
Travel Out-Of-State	33.0	12.8	-	12.8
Food	0.8	0.8	-	0.8
Aid To Organizations & Individuals	-	-	-	-
Other Operating Expenditures	3,399.6	3,777.8	447.0	4,224.8
Capital Outlay	6.7	3.2	-	3.2
Capital Equipment	1,445.4	1,287.9	2,746.7	4,034.6
Non-Capital Equipment	791.8	604.5	183.1	787.6
Debt Service	-	-	-	-

Program Budget Unit Summary of Expenditure and Budget Request for All Funds

Agency: Department of Transportation

	FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program: DTA-3-0 Motor Vehicle				
Sub Program: DTA-3-2 Motor Vehicle Enforcement Services				
Cost Allocation & Indirect Costs	-	-	-	-
Transfers-Out	(798.7)	-	-	-
Expenditure Categories Total:	**30,613.7**	**32,361.0**	**4,138.6**	**36,499.6**
Fund Source				
Appropriated Funds				
State Highway Fund (Appropriated)	25,265.9	28,949.6	1,614.2	30,563.8
Vehicle Inspection and Certificate of Title Enforcement Fund (Appropriated)	1,580.2	1,782.6	-	1,782.6
Motor Vehicle Liability Insurance Enforcement Fund (Appropriated)	994.1	1,010.8	2,524.4	3,535.2
Highway User Revenue Fund (Appropriated)	605.7	618.0	-	618.0
Appropriated Funds Total:	**28,445.9**	**32,361.0**	**4,138.6**	**36,499.6**
Non-Appropriated Funds				
State Highway Fund (Non-Appropriated)	2,125.6	-	-	-
IGA and ISA Fund (Non-Appropriated)	42.2	-	-	-
Non-Appropriated Funds Total:	**2,167.8**	**-**	**-**	**-**
Motor Vehicle Total:	**30,613.7**	**32,361.0**	**4,138.6**	**36,499.6**
Sub Program: DTA-3-5 SLI Authorized Third Parties				
Expenditure Categories				
FTE	29.0	27.0	-	27.0
Personal Services	1,139.1	1,197.1	-	1,197.1
Employee Related Expenditures	522.4	828.9	-	828.9
Subtotal Personal Services and ERE	**1,661.6**	**2,026.0**	**-**	**2,026.0**
Professional & Outside Services	-	-	-	-
Travel In-State	0.1	-	-	-
Travel Out-Of-State	1.3	-	-	-
Food	-	-	-	-
Aid To Organizations & Individuals	-	-	-	-
Other Operating Expenditures	514.0	309.0	-	309.0
Capital Outlay	-	-	-	-

Program Budget Unit Summary of Expenditure and Budget Request for All Funds

Agency: Department of Transportation

	FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program: DTA-3-0 Motor Vehicle				
Sub Program: DTA-3-5 SLI Authorized Third Parties				
Capital Equipment	-	-	-	-
Non-Capital Equipment	18.4	-	-	-
Debt Service	-	-	-	-
Cost Allocation & Indirect Costs	-	-	-	-
Transfers-Out	-	-	-	-
Expenditure Categories Total:	**2,195.3**	**2,335.0**	**-**	**2,335.0**
Fund Source				
Appropriated Funds				
State Highway Fund (Appropriated)	1,806.5	1,882.5	-	1,882.5
Vehicle Inspection and Certificate of Title Enforcement Fund (Appropriated)	84.2	103.7	-	103.7
Motor Vehicle Liability Insurance Enforcement Fund (Appropriated)	100.8	108.9	-	108.9
Highway User Revenue Fund (Appropriated)	203.8	239.9	-	239.9
Appropriated Funds Total:	**2,195.3**	**2,335.0**	**-**	**2,335.0**
Motor Vehicle Total:	**2,195.3**	**2,335.0**	**-**	**2,335.0**

Program Budget Unit Summary of Expenditure and Budget Request for All Funds

Agency: Department of Transportation

	FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program: DTA-4-0 State Motor Vehicle Fleet				
Expenditure Categories				
FTE	10.0	10.0	-	10.0
Personal Services	548.8	1,676.0	-	1,676.0
Employee Related Expenditures	316.6	942.6	-	942.6
Subtotal Personal Services and ERE	**865.4**	**2,618.6**	**-**	**2,618.6**
Professional & Outside Services	-	-	-	-
Travel In-State	-	-	-	-
Travel Out-Of-State	-	-	-	-
Food	-	-	-	-
Aid To Organizations & Individuals	-	-	-	-
Other Operating Expenditures	22,158.9	32,956.0	(4,200.0)	28,756.0
Capital Outlay	-	-	-	-
Capital Equipment	14,855.7	13,611.3	(3,409.1)	10,202.2
Non-Capital Equipment	7.3	-	-	-
Debt Service	-	-	-	-
Cost Allocation & Indirect Costs	1,200.0	1,400.0	-	1,400.0
Transfers-Out	(369.0)	-	-	-
Expenditure Categories Total:	**38,718.3**	**50,585.9**	**(7,609.1)**	**42,976.8**
Fund Source				
Appropriated Funds				
State Fleet Operations Fund (Appropriated)	24,217.6	36,974.6	(4,200.0)	32,774.6
State Fleet Vehicle Replacement Fund (Appropriated)	14,500.7	13,611.3	(3,409.1)	10,202.2
Appropriated Funds Total:	**38,718.3**	**50,585.9**	**(7,609.1)**	**42,976.8**
State Motor Vehicle Fleet Total:	**38,718.3**	**50,585.9**	**(7,609.1)**	**42,976.8**
Sub Program: DTA-4-2 SLI State Fleet Operations				
Expenditure Categories				
FTE	10.0	10.0	-	10.0
Personal Services	548.8	1,676.0	-	1,676.0
Employee Related Expenditures	316.6	942.6	-	942.6

Program Budget Unit Summary of Expenditure and Budget Request for All Funds

Agency: Department of Transportation

	FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program: DTA-4-0 State Motor Vehicle Fleet				
Sub Program: DTA-4-2 SLI State Fleet Operations				
Subtotal Personal Services and ERE	**865.4**	**2,618.6**	**-**	**2,618.6**
Professional & Outside Services	-	-	-	-
Travel In-State	-	-	-	-
Travel Out-Of-State	-	-	-	-
Food	-	-	-	-
Aid To Organizations & Individuals	-	-	-	-
Other Operating Expenditures	22,152.2	32,956.0	(4,200.0)	28,756.0
Capital Outlay	-	-	-	-
Capital Equipment	-	-	-	-
Non-Capital Equipment	-	-	-	-
Debt Service	-	-	-	-
Cost Allocation & Indirect Costs	1,200.0	1,400.0	-	1,400.0
Transfers-Out	-	-	-	-
Expenditure Categories Total:	**24,217.6**	**36,974.6**	**(4,200.0)**	**32,774.6**
Fund Source				
Appropriated Funds				
State Fleet Operations Fund (Appropriated)	24,217.6	36,974.6	(4,200.0)	32,774.6
Appropriated Funds Total:	**24,217.6**	**36,974.6**	**(4,200.0)**	**32,774.6**
State Motor Vehicle Fleet Total:	**24,217.6**	**36,974.6**	**(4,200.0)**	**32,774.6**
Sub Program: DTA-4-3 SLI State Fleet Vehicle Replacement				
Expenditure Categories				
FTE	-	-	-	-
Personal Services	-	-	-	-
Employee Related Expenditures	-	-	-	-
Subtotal Personal Services and ERE	**-**	**-**	**-**	**-**
Professional & Outside Services	-	-	-	-
Travel In-State	-	-	-	-
Travel Out-Of-State	-	-	-	-
Food	-	-	-	-
Aid To Organizations & Individuals	-	-	-	-

Program Budget Unit Summary of Expenditure and Budget Request for All Funds

Agency: Department of Transportation

	FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program: DTA-4-0 State Motor Vehicle Fleet				
Sub Program: DTA-4-3 SLI State Fleet Vehicle Replacement				
Other Operating Expenditures	6.7	-	-	-
Capital Outlay	-	-	-	-
Capital Equipment	14,855.7	13,611.3	(3,409.1)	10,202.2
Non-Capital Equipment	7.3	-	-	-
Debt Service	-	-	-	-
Cost Allocation & Indirect Costs	-	-	-	-
Transfers-Out	(369.0)	-	-	-
Expenditure Categories Total:	**14,500.7**	**13,611.3**	**(3,409.1)**	**10,202.2**
Fund Source				
Appropriated Funds				
State Fleet Vehicle Replacement Fund (Appropriated)	14,500.7	13,611.3	(3,409.1)	10,202.2
Appropriated Funds Total:	**14,500.7**	**13,611.3**	**(3,409.1)**	**10,202.2**
State Motor Vehicle Fleet Total:	**14,500.7**	**13,611.3**	**(3,409.1)**	**10,202.2**

Program Budget Unit Summary of Expenditure and Budget Request for Selected Funds

Agency: Department of Transportation

	FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program: DTA-1-0 Administration				
Fund: AA1000 General Fund				
Appropriated				
Personal Services	-	-	-	-
Employee Related Expenditures	-	-	-	-
Subtotal Personal Services and ERE	-	-	-	-
Professional & Outside Services	-	-	-	-
Travel In-State	-	-	-	-
Travel Out-Of-State	-	-	-	-
Food	-	-	-	-
Aid To Organizations & Individuals	-	-	-	-
Other Operating Expenditures	500.0	-	-	-
Capital Outlay	-	-	-	-
Capital Equipment	-	-	-	-
Non-Capital Equipment	-	-	-	-
Debt Service	-	-	-	-
Cost Allocation & Indirect Costs	-	-	-	-
Transfers-Out	-	-	-	-
Expenditure Categories Total:	**500.0**	**-**	**-**	**-**
General Fund Total:	**500.0**	**-**	**-**	**-**
Fund: DT2005 State Aviation Fund				
Appropriated				
Personal Services	651.0	761.7	-	761.7
Employee Related Expenditures	337.5	418.4	-	418.4
Subtotal Personal Services and ERE	**988.5**	**1,180.1**	**-**	**1,180.1**
Professional & Outside Services	59.3	65.0	78.6	143.6
Travel In-State	2.1	1.0	-	1.0
Travel Out-Of-State	0.4	0.5	-	0.5
Food	-	-	-	-
Aid To Organizations & Individuals	-	-	-	-
Other Operating Expenditures	647.8	539.2	468.0	1,007.2

Program Budget Unit Summary of Expenditure and Budget Request for Selected Funds

Agency: Department of Transportation

	FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program: DTA-1-0 Administration				
Fund: DT2005 State Aviation Fund				
Capital Outlay	1.1	1.2	-	1.2
Capital Equipment	24.1	-	-	-
Non-Capital Equipment	8.9	12.0	6.0	18.0
Debt Service	-	-	-	-
Cost Allocation & Indirect Costs	-	-	-	-
Transfers-Out	-	-	-	-
Expenditure Categories Total:	**1,732.2**	**1,799.0**	**552.6**	**2,351.6**
Non-Appropriated				
Personal Services	109.8	-	-	-
Employee Related Expenditures	37.2	-	-	-
Subtotal Personal Services and ERE	**147.1**	**-**	**-**	**-**
Professional & Outside Services	11,759.0	-	-	-
Travel In-State	-	-	-	-
Travel Out-Of-State	-	-	-	-
Food	-	-	-	-
Aid To Organizations & Individuals	-	-	-	-
Other Operating Expenditures	155.7	-	-	-
Capital Outlay	-	-	-	-
Capital Equipment	-	-	-	-
Non-Capital Equipment	-	-	-	-
Debt Service	-	-	-	-
Cost Allocation & Indirect Costs	-	-	-	-
Transfers-Out	-	-	-	-
Expenditure Categories Total:	**12,061.8**	**-**	**-**	**-**
State Aviation Fund Total:	**13,794.0**	**1,799.0**	**552.6**	**2,351.6**
Fund: DT2029 Regional Area Road Fund - Maricopa County				
Non-Appropriated				
Personal Services	451.5	-	-	-
Employee Related Expenditures	36.8	-	-	-

Program Budget Unit Summary of Expenditure and Budget Request for Selected Funds

Agency: Department of Transportation

	FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program: DTA-1-0 Administration				
Fund: DT2029 Regional Area Road Fund - Maricopa County				
Subtotal Personal Services and ERE	**488.3**	**-**	**-**	**-**
Professional & Outside Services	313.9	-	-	-
Travel In-State	-	-	-	-
Travel Out-Of-State	1.1	-	-	-
Food	-	-	-	-
Aid To Organizations & Individuals	32,821.5	-	-	-
Other Operating Expenditures	3,986.0	-	-	-
Capital Outlay	(56.3)	-	-	-
Capital Equipment	-	-	-	-
Non-Capital Equipment	-	-	-	-
Debt Service	-	-	-	-
Cost Allocation & Indirect Costs	37,909.1	-	-	-
Transfers-Out	-	-	-	-
Expenditure Categories Total:	**75,463.7**	**-**	**-**	**-**
Regional Area Road Fund - Maricopa County Total:	**75,463.7**	**-**	**-**	**-**
Fund: DT2030 State Highway Fund				
Appropriated				
Personal Services	46,663.8	57,477.8	-	57,477.8
Employee Related Expenditures	22,439.2	25,626.8	-	25,626.8
Subtotal Personal Services and ERE	**69,103.0**	**83,104.6**	**-**	**83,104.6**
Professional & Outside Services	7,242.5	7,413.2	3,009.6	10,422.8
Travel In-State	148.3	99.4	-	99.4
Travel Out-Of-State	83.2	67.2	-	67.2
Food	-	-	-	-
Aid To Organizations & Individuals	0.1	-	-	-
Other Operating Expenditures	57,292.4	62,904.7	4,197.2	67,101.9
Capital Outlay	15.5	16.9	-	16.9
Capital Equipment	19,312.2	21,801.5	-	21,801.5
Non-Capital Equipment	2,276.1	1,472.9	-	1,472.9
Debt Service	-	-	-	-

Program Budget Unit Summary of Expenditure and Budget Request for Selected Funds

Agency: Department of Transportation

	FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program: DTA-1-0 Administration				
Fund: DT2030 State Highway Fund				
Cost Allocation & Indirect Costs	(57,044.2)	(65,200.0)	-	(65,200.0)
Transfers-Out	935.7	465.7	-	465.7
Expenditure Categories Total:	**99,364.9**	**112,146.1**	**7,206.8**	**119,352.9**
Non-Appropriated				
Personal Services	6,057.5	566.7	-	566.7
Employee Related Expenditures	502.1	239.7	-	239.7
Subtotal Personal Services and ERE	**6,559.6**	**806.4**	**-**	**806.4**
Professional & Outside Services	1,398.3	40.0	-	40.0
Travel In-State	18.8	1.2	-	1.2
Travel Out-Of-State	27.0	-	-	-
Food	-	-	-	-
Aid To Organizations & Individuals	30,459.3	-	-	-
Other Operating Expenditures	6,955.0	1,980.3	-	1,980.3
Capital Outlay	625.3	-	-	-
Capital Equipment	365.4	-	-	-
Non-Capital Equipment	54.2	-	-	-
Debt Service	-	-	-	-
Cost Allocation & Indirect Costs	(10,607.8)	-	-	-
Transfers-Out	15,963.2	-	-	-
Expenditure Categories Total:	**51,818.5**	**2,827.9**	**-**	**2,827.9**
State Highway Fund Total:	**151,183.3**	**114,974.0**	**7,206.8**	**122,180.8**
Fund: DT2031 Arizona Highways Magazine Fund				
Non-Appropriated				
Personal Services	1,314.3	1,429.8	-	1,429.8
Employee Related Expenditures	533.7	520.9	-	520.9
Subtotal Personal Services and ERE	**1,848.0**	**1,950.7**	**-**	**1,950.7**
Professional & Outside Services	538.1	576.0	-	576.0
Travel In-State	0.9	1.2	-	1.2
Travel Out-Of-State	2.9	0.7	-	0.7

Program Budget Unit Summary of Expenditure and Budget Request for Selected Funds

Agency: Department of Transportation

	FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program: DTA-1-0 Administration				
Fund: DT2031 Arizona Highways Magazine Fund				
Food	-	-	-	-
Aid To Organizations & Individuals	-	-	-	-
Other Operating Expenditures	2,286.3	2,789.7	-	2,789.7
Capital Outlay	-	-	-	-
Capital Equipment	-	-	-	-
Non-Capital Equipment	10.7	12.0	-	12.0
Debt Service	-	-	-	-
Cost Allocation & Indirect Costs	-	-	-	-
Transfers-Out	-	-	-	-
Expenditure Categories Total:	**4,687.0**	**5,330.3**	**-**	**5,330.3**
Arizona Highways Magazine Fund Total:	**4,687.0**	**5,330.3**	**-**	**5,330.3**
Fund: DT2097 ADOT Federal Programs Fund				
Non-Appropriated				
Personal Services	-	-	-	-
Employee Related Expenditures	11.1	-	-	-
Subtotal Personal Services and ERE	**11.1**	**-**	**-**	**-**
Professional & Outside Services	-	-	-	-
Travel In-State	-	-	-	-
Travel Out-Of-State	-	-	-	-
Food	-	-	-	-
Aid To Organizations & Individuals	-	-	-	-
Other Operating Expenditures	-	-	-	-
Capital Outlay	-	-	-	-
Capital Equipment	-	-	-	-
Non-Capital Equipment	-	-	-	-
Debt Service	-	-	-	-
Cost Allocation & Indirect Costs	135.8	-	-	-
Transfers-Out	-	-	-	-
Expenditure Categories Total:	**146.9**	**-**	**-**	**-**

Program Budget Unit Summary of Expenditure and Budget Request for Selected Funds

Agency: Department of Transportation

	FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program: DTA-1-0 Administration				
Fund: DT2097 ADOT Federal Programs Fund				
ADOT Federal Programs Fund Total:	**146.9**	**-**	**-**	**-**
Fund: DT2226 Air Quality Fund				
Appropriated				
Personal Services	100.2	-	-	-
Employee Related Expenditures	57.9	-	-	-
Subtotal Personal Services and ERE	**158.2**	**-**	**-**	**-**
Professional & Outside Services	-	-	-	-
Travel In-State	-	-	-	-
Travel Out-Of-State	-	-	-	-
Food	-	-	-	-
Aid To Organizations & Individuals	-	-	-	-
Other Operating Expenditures	-	-	-	-
Capital Outlay	-	-	-	-
Capital Equipment	-	-	-	-
Non-Capital Equipment	-	-	-	-
Debt Service	-	-	-	-
Cost Allocation & Indirect Costs	-	-	-	-
Transfers-Out	-	-	-	-
Expenditure Categories Total:	**158.2**	**-**	**-**	**-**
Air Quality Fund Total:	**158.2**	**-**	**-**	**-**
Fund: DT2266 Cash Deposits Fund				
Non-Appropriated				
Personal Services	-	-	-	-
Employee Related Expenditures	-	-	-	-
Subtotal Personal Services and ERE	**-**	**-**	**-**	**-**
Professional & Outside Services	-	-	-	-
Travel In-State	0.2	-	-	-
Travel Out-Of-State	-	-	-	-
Food	-	-	-	-

Program Budget Unit Summary of Expenditure and Budget Request for Selected Funds

Agency: Department of Transportation

	FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program: DTA-1-0 Administration				
Fund: DT2266 Cash Deposits Fund				
Aid To Organizations & Individuals	-	-	-	-
Other Operating Expenditures	-	-	-	-
Capital Outlay	-	-	-	-
Capital Equipment	-	-	-	-
Non-Capital Equipment	-	-	-	-
Debt Service	-	-	-	-
Cost Allocation & Indirect Costs	-	-	-	-
Transfers-Out	-	-	-	-
Expenditure Categories Total:	**0.2**	**-**	**-**	**-**
Cash Deposits Fund Total:	**0.2**	**-**	**-**	**-**
Fund: DT2272 Vehicle Inspection and Certificate of Title Enforcement Fund				
Appropriated				
Personal Services	-	-	-	-
Employee Related Expenditures	-	-	-	-
Subtotal Personal Services and ERE	**-**	**-**	**-**	**-**
Professional & Outside Services	-	-	-	-
Travel In-State	-	-	-	-
Travel Out-Of-State	-	-	-	-
Food	-	-	-	-
Aid To Organizations & Individuals	-	-	-	-
Other Operating Expenditures	0.8	1.4	-	1.4
Capital Outlay	-	-	-	-
Capital Equipment	-	-	-	-
Non-Capital Equipment	-	-	-	-
Debt Service	-	-	-	-
Cost Allocation & Indirect Costs	-	-	-	-
Transfers-Out	-	-	-	-
Expenditure Categories Total:	**0.8**	**1.4**	**-**	**1.4**
Vehicle Inspection and Certificate of Title Enforcement Fund Total:	**0.8**	**1.4**	**-**	**1.4**

Program Budget Unit Summary of Expenditure and Budget Request for Selected Funds

Agency: Department of Transportation

	FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program: DTA-1-0 Administration				
Fund: DT2272 Vehicle Inspection and Certificate of Title Enforcement Fund				
Fund: DT2285 Motor Vehicle Liability Insurance Enforcement Fund				
Appropriated				
Personal Services	-	-	-	-
Employee Related Expenditures	-	-	-	-
Subtotal Personal Services and ERE	-	-	-	-
Professional & Outside Services	-	-	-	-
Travel In-State	-	-	-	-
Travel Out-Of-State	-	-	-	-
Food	-	-	-	-
Aid To Organizations & Individuals	-	-	-	-
Other Operating Expenditures	0.6	564.3	-	564.3
Capital Outlay	-	-	-	-
Capital Equipment	-	-	-	-
Non-Capital Equipment	-	-	-	-
Debt Service	-	-	-	-
Cost Allocation & Indirect Costs	-	-	-	-
Transfers-Out	-	-	-	-
Expenditure Categories Total:	**0.6**	**564.3**	**-**	**564.3**
Motor Vehicle Liability Insurance Enforcement Fund Total:	**0.6**	**564.3**	**-**	**564.3**
Fund: DT2449 Employee Recognition Fund				
Non-Appropriated				
Personal Services	-	-	-	-
Employee Related Expenditures	-	-	-	-
Subtotal Personal Services and ERE	-	-	-	-
Professional & Outside Services	-	-	-	-
Travel In-State	-	-	-	-
Travel Out-Of-State	-	-	-	-
Food	-	-	-	-
Aid To Organizations & Individuals	-	-	-	-

Program Budget Unit Summary of Expenditure and Budget Request for Selected Funds

Agency: Department of Transportation

	FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program: DTA-1-0 Administration				
Fund: DT2449 Employee Recognition Fund				
Other Operating Expenditures	1.1	13.0	-	13.0
Capital Outlay	-	-	-	-
Capital Equipment	-	-	-	-
Non-Capital Equipment	-	-	-	-
Debt Service	-	-	-	-
Cost Allocation & Indirect Costs	-	-	-	-
Transfers-Out	-	-	-	-
Expenditure Categories Total:	**1.1**	**13.0**	**-**	**13.0**
Employee Recognition Fund Total:	**1.1**	**13.0**	**-**	**13.0**
Fund: DT2463 Grant Anticipation Notes Fund				
Non-Appropriated				
Personal Services	-	-	-	-
Employee Related Expenditures	-	-	-	-
Subtotal Personal Services and ERE	**-**	**-**	**-**	**-**
Professional & Outside Services	-	-	-	-
Travel In-State	-	-	-	-
Travel Out-Of-State	-	-	-	-
Food	-	-	-	-
Aid To Organizations & Individuals	-	-	-	-
Other Operating Expenditures	-	-	-	-
Capital Outlay	-	-	-	-
Capital Equipment	-	-	-	-
Non-Capital Equipment	-	-	-	-
Debt Service	29,970.5	-	-	-
Cost Allocation & Indirect Costs	-	-	-	-
Transfers-Out	29,970.5	-	-	-
Expenditure Categories Total:	**59,941.0**	**-**	**-**	**-**
Grant Anticipation Notes Fund Total:	**59,941.0**	**-**	**-**	**-**

Program Budget Unit Summary of Expenditure and Budget Request for Selected Funds

Agency: Department of Transportation

	FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program: DTA-1-0 Administration				
Fund: DT2479 Regional Area Road Fund - Maricopa				
Non-Appropriated				
Personal Services	-	-	-	-
Employee Related Expenditures	-	-	-	-
Subtotal Personal Services and ERE	-	-	-	-
Professional & Outside Services	-	-	-	-
Travel In-State	-	-	-	-
Travel Out-Of-State	-	-	-	-
Food	-	-	-	-
Aid To Organizations & Individuals	12,750.8	-	-	-
Other Operating Expenditures	-	-	-	-
Capital Outlay	-	-	-	-
Capital Equipment	-	-	-	-
Non-Capital Equipment	-	-	-	-
Debt Service	-	-	-	-
Cost Allocation & Indirect Costs	0.1	-	-	-
Transfers-Out	-	-	-	-
Expenditure Categories Total:	**12,750.9**	**-**	**-**	**-**
Regional Area Road Fund - Maricopa Total:	**12,750.9**	**-**	**-**	**-**
Fund: DT2500 IGA and ISA Fund				
Non-Appropriated				
Personal Services	188.7	227.9	-	227.9
Employee Related Expenditures	103.9	105.3	-	105.3
Subtotal Personal Services and ERE	**292.6**	**333.2**	**-**	**333.2**
Professional & Outside Services	0.1	-	-	-
Travel In-State	-	-	-	-
Travel Out-Of-State	-	-	-	-
Food	-	-	-	-
Aid To Organizations & Individuals	0.0	-	-	-
Other Operating Expenditures	-	-	-	-
Capital Outlay	-	-	-	-

Program Budget Unit Summary of Expenditure and Budget Request for Selected Funds

Agency: Department of Transportation

	FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program: DTA-1-0 Administration				
Fund: DT2500 IGA and ISA Fund				
Capital Equipment	-	-	-	-
Non-Capital Equipment	-	-	-	-
Debt Service	-	-	-	-
Cost Allocation & Indirect Costs	-	-	-	-
Transfers-Out	-	-	-	-
Expenditure Categories Total:	**292.8**	**333.2**	**-**	**333.2**
IGA and ISA Fund Total:	**292.8**	**333.2**	**-**	**333.2**
Fund: DT2985 ADOT Coronavirus State and Local Fiscal Recovery Fund				
Non-Appropriated				
Personal Services	53.8	-	-	-
Employee Related Expenditures	-	-	-	-
Subtotal Personal Services and ERE	**53.8**	**-**	**-**	**-**
Professional & Outside Services	-	-	-	-
Travel In-State	-	-	-	-
Travel Out-Of-State	-	-	-	-
Food	-	-	-	-
Aid To Organizations & Individuals	-	-	-	-
Other Operating Expenditures	-	-	-	-
Capital Outlay	-	-	-	-
Capital Equipment	-	-	-	-
Non-Capital Equipment	-	-	-	-
Debt Service	-	-	-	-
Cost Allocation & Indirect Costs	2,544.2	-	-	-
Transfers-Out	-	-	-	-
Expenditure Categories Total:	**2,598.0**	**-**	**-**	**-**
ADOT Coronavirus State and Local Fiscal Recovery Fund Total:	**2,598.0**	**-**	**-**	**-**
Fund: DT3113 Highway User Revenue Fund				

Program Budget Unit Summary of Expenditure and Budget Request for Selected Funds

Agency: Department of Transportation

	FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program: DTA-1-0 Administration				
Fund: DT3113 Highway User Revenue Fund				
Appropriated				
Personal Services	-	-	-	-
Employee Related Expenditures	-	-	-	-
Subtotal Personal Services and ERE	-	-	-	-
Professional & Outside Services	-	-	-	-
Travel In-State	-	-	-	-
Travel Out-Of-State	-	-	-	-
Food	-	-	-	-
Aid To Organizations & Individuals	-	-	-	-
Other Operating Expenditures	2.3	3.6	-	3.6
Capital Outlay	-	-	-	-
Capital Equipment	-	-	-	-
Non-Capital Equipment	-	-	-	-
Debt Service	-	-	-	-
Cost Allocation & Indirect Costs	-	-	-	-
Transfers-Out	-	-	-	-
Expenditure Categories Total:	**2.3**	**3.6**	**-**	**3.6**
Non-Appropriated				
Personal Services	-	-	-	-
Employee Related Expenditures	-	-	-	-
Subtotal Personal Services and ERE	-	-	-	-
Professional & Outside Services	-	-	-	-
Travel In-State	-	-	-	-
Travel Out-Of-State	-	-	-	-
Food	-	-	-	-
Aid To Organizations & Individuals	912,521.0	-	-	-
Other Operating Expenditures	-	-	-	-
Capital Outlay	-	-	-	-
Capital Equipment	-	-	-	-
Non-Capital Equipment	-	-	-	-
Debt Service	-	-	-	-
Cost Allocation & Indirect Costs	-	-	-	-

Program Budget Unit Summary of Expenditure and Budget Request for Selected Funds

Agency: Department of Transportation

	FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program: DTA-1-0 Administration				
Fund: DT3113 Highway User Revenue Fund				
Transfers-Out	-	-	-	-
Expenditure Categories Total:	**912,521.0**	**-**	**-**	**-**
Highway User Revenue Fund Total:	**912,523.3**	**3.6**	**-**	**3.6**
Fund: DT3701 Local Agency Deposits Fund				
Non-Appropriated				
Personal Services	648.0	-	-	-
Employee Related Expenditures	1.6	-	-	-
Subtotal Personal Services and ERE	**649.5**	**-**	**-**	**-**
Professional & Outside Services	81.6	-	-	-
Travel In-State	(0.0)	-	-	-
Travel Out-Of-State	-	-	-	-
Food	-	-	-	-
Aid To Organizations & Individuals	380.2	-	-	-
Other Operating Expenditures	0.3	-	-	-
Capital Outlay	(618.6)	-	-	-
Capital Equipment	-	-	-	-
Non-Capital Equipment	-	-	-	-
Debt Service	-	-	-	-
Cost Allocation & Indirect Costs	-	-	-	-
Transfers-Out	-	-	-	-
Expenditure Categories Total:	**492.9**	**-**	**-**	**-**
Local Agency Deposits Fund Total:	**492.9**	**-**	**-**	**-**
Fund: DT4071 State Fleet Operations Fund				
Appropriated				
Personal Services	-	-	-	-
Employee Related Expenditures	-	-	-	-
Subtotal Personal Services and ERE	**-**	**-**	**-**	**-**

Program Budget Unit Summary of Expenditure and Budget Request for Selected Funds

Agency: Department of Transportation

	FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program: DTA-1-0 Administration				
Fund: DT4071 State Fleet Operations Fund				
Professional & Outside Services	-	-	-	-
Travel In-State	-	-	-	-
Travel Out-Of-State	-	-	-	-
Food	-	-	-	-
Aid To Organizations & Individuals	-	-	-	-
Other Operating Expenditures	-	9.5	-	9.5
Capital Outlay	-	-	-	-
Capital Equipment	-	-	-	-
Non-Capital Equipment	-	-	-	-
Debt Service	-	-	-	-
Cost Allocation & Indirect Costs	-	1,400.0	-	1,400.0
Transfers-Out	-	-	-	-
Expenditure Categories Total:	**-**	**1,409.5**	**-**	**1,409.5**
State Fleet Operations Fund Total:	**-**	**1,409.5**	**-**	**1,409.5**
Fund: DT5004 State Highway Fund Bonds Debt Service Fund				
Non-Appropriated				
Personal Services	254.3	-	-	-
Employee Related Expenditures	24.9	-	-	-
Subtotal Personal Services and ERE	**279.3**	**-**	**-**	**-**
Professional & Outside Services	4,639.8	-	-	-
Travel In-State	-	-	-	-
Travel Out-Of-State	-	-	-	-
Food	-	-	-	-
Aid To Organizations & Individuals	-	-	-	-
Other Operating Expenditures	(0.5)	-	-	-
Capital Outlay	-	-	-	-
Capital Equipment	-	-	-	-
Non-Capital Equipment	-	-	-	-
Debt Service	307,658.6	-	-	-
Cost Allocation & Indirect Costs	17,597.4	-	-	-
Transfers-Out	1,985.3	-	-	-

Program Budget Unit Summary of Expenditure and Budget Request for Selected Funds

Agency: Department of Transportation

	FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program: DTA-1-0 Administration				
Fund: DT5004 State Highway Fund Bonds Debt Service Fund				
Expenditure Categories Total:	**332,159.8**	**-**	**-**	**-**
State Highway Fund Bonds Debt Service Fund Total:	**332,159.8**	**-**	**-**	**-**
Fund: DT5008 Regional Area Road Fund Debt Service Fund				
Non-Appropriated				
Personal Services	-	-	-	-
Employee Related Expenditures	-	-	-	-
Subtotal Personal Services and ERE	**-**	**-**	**-**	**-**
Professional & Outside Services	(56.3)	-	-	-
Travel In-State	-	-	-	-
Travel Out-Of-State	-	-	-	-
Food	-	-	-	-
Aid To Organizations & Individuals	-	-	-	-
Other Operating Expenditures	-	-	-	-
Capital Outlay	56.3	-	-	-
Capital Equipment	-	-	-	-
Non-Capital Equipment	-	-	-	-
Debt Service	-	-	-	-
Cost Allocation & Indirect Costs	-	-	-	-
Transfers-Out	413.5	-	-	-
Expenditure Categories Total:	**413.5**	**-**	**-**	**-**
Regional Area Road Fund Debt Service Fund Total:	**413.5**	**-**	**-**	**-**
Fund: DT5906 Smart Corridor Highway Trust Fund				
Non-Appropriated				
Personal Services	-	-	-	-
Employee Related Expenditures	-	-	-	-
Subtotal Personal Services and ERE	**-**	**-**	**-**	**-**

Program Budget Unit Summary of Expenditure and Budget Request for Selected Funds

Agency: Department of Transportation

	FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program: DTA-1-0 Administration				
Fund: DT5906 Smart Corridor Highway Trust Fund				
Professional & Outside Services	-	-	-	-
Travel In-State	-	-	-	-
Travel Out-Of-State	-	-	-	-
Food	-	-	-	-
Aid To Organizations & Individuals	-	-	-	-
Other Operating Expenditures	-	-	-	-
Capital Outlay	-	-	-	-
Capital Equipment	-	-	-	-
Non-Capital Equipment	-	-	-	-
Debt Service	-	-	-	-
Cost Allocation & Indirect Costs	-	-	-	-
Transfers-Out	-	-	-	-
Expenditure Categories Total:	-	-	-	-
Smart Corridor Highway Trust Fund Total:	-	-	-	-
Fund: DT6000 State Match Advantage for Rural Transportation (SMART) Fund				
Non-Appropriated				
Personal Services	5.6	-	-	-
Employee Related Expenditures	-	-	-	-
Subtotal Personal Services and ERE	**5.6**	-	-	-
Professional & Outside Services	-	-	-	-
Travel In-State	-	-	-	-
Travel Out-Of-State	-	-	-	-
Food	-	-	-	-
Aid To Organizations & Individuals	-	-	-	-
Other Operating Expenditures	-	-	-	-
Capital Outlay	-	-	-	-
Capital Equipment	-	-	-	-
Non-Capital Equipment	-	-	-	-
Debt Service	-	-	-	-
Cost Allocation & Indirect Costs	7.3	-	-	-
Transfers-Out	6,700.0	-	-	-

Program Budget Unit Summary of Expenditure and Budget Request for Selected Funds

Agency: Department of Transportation

	FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program: DTA-1-0 Administration				
Fund: DT6000 State Match Advantage for Rural Transportation (SMART) Fund				
Expenditure Categories Total:	**6,712.9**	**-**	**-**	**-**
State Match Advantage for Rural Transportation (SMART) Fund Total:	**6,712.9**	**-**	**-**	**-**
Program Total for Select Funds:	**1,573,820.8**	**124,428.3**	**7,759.4**	**132,187.7**
Sub Program: DTA-1-1 Director's Office/Transportation Board				
Fund: DT2030 State Highway Fund				
Appropriated				
Personal Services	2,189.9	1,800.9	-	1,800.9
Employee Related Expenditures	744.0	645.9	-	645.9
Subtotal Personal Services and ERE	**2,933.9**	**2,446.8**	**-**	**2,446.8**
Professional & Outside Services	307.8	270.0	-	270.0
Travel In-State	32.3	45.0	-	45.0
Travel Out-Of-State	27.4	26.0	-	26.0
Food	-	-	-	-
Aid To Organizations & Individuals	-	-	-	-
Other Operating Expenditures	121.0	67.9	-	67.9
Capital Outlay	2.0	-	-	-
Capital Equipment	-	-	-	-
Non-Capital Equipment	5.9	2.0	-	2.0
Debt Service	-	-	-	-
Cost Allocation & Indirect Costs	-	-	-	-
Transfers-Out	225.7	225.7	-	225.7
Expenditure Categories Total:	**3,656.0**	**3,083.4**	**-**	**-**
State Highway Fund Total:	**3,656.0**	**3,083.4**	**-**	**3,083.4**
Sub Program Total for Select Funds:	**3,656.0**	**3,083.4**	**-**	**3,083.4**
Sub Program: DTA-1-2 Transportation Support Services				

Program Budget Unit Summary of Expenditure and Budget Request for Selected Funds

Agency: Department of Transportation

	FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program: DTA-1-0 Administration				
Sub Program: DTA-1-2 Transportation Support Services				
Fund: DT2005 State Aviation Fund				
Appropriated				
Personal Services	651.0	761.7	-	761.7
Employee Related Expenditures	337.5	418.4	-	418.4
Subtotal Personal Services and ERE	**988.5**	**1,180.1**	**-**	**1,180.1**
Professional & Outside Services	59.3	65.0	78.6	143.6
Travel In-State	2.1	1.0	-	1.0
Travel Out-Of-State	0.4	0.5	-	0.5
Food	-	-	-	-
Aid To Organizations & Individuals	-	-	-	-
Other Operating Expenditures	647.8	539.2	468.0	1,007.2
Capital Outlay	1.1	1.2	-	1.2
Capital Equipment	24.1	-	-	-
Non-Capital Equipment	8.9	12.0	6.0	18.0
Debt Service	-	-	-	-
Cost Allocation & Indirect Costs	-	-	-	-
Transfers-Out	-	-	-	-
Expenditure Categories Total:	**1,732.2**	**1,799.0**	**552.6**	**552.6**
Non-Appropriated				
Personal Services	109.8	-	-	-
Employee Related Expenditures	37.2	-	-	-
Subtotal Personal Services and ERE	**147.1**	**-**	**-**	**-**
Professional & Outside Services	11,759.0	-	-	-
Travel In-State	-	-	-	-
Travel Out-Of-State	-	-	-	-
Food	-	-	-	-
Aid To Organizations & Individuals	-	-	-	-
Other Operating Expenditures	155.7	-	-	-
Capital Outlay	-	-	-	-
Capital Equipment	-	-	-	-
Non-Capital Equipment	-	-	-	-

Program Budget Unit Summary of Expenditure and Budget Request for Selected Funds

Agency: Department of Transportation

	FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program: DTA-1-0 Administration				
Sub Program: DTA-1-2 Transportation Support Services				
Debt Service	-	-	-	-
Cost Allocation & Indirect Costs	-	-	-	-
Transfers-Out	-	-	-	-
Expenditure Categories Total:	**12,061.8**	**-**	**-**	**-**
State Aviation Fund Total:	**13,794.0**	**1,799.0**	**552.6**	**2,351.6**
Fund: DT2029 Regional Area Road Fund - Maricopa County				
Non-Appropriated				
Personal Services	451.5	-	-	-
Employee Related Expenditures	36.8	-	-	-
Subtotal Personal Services and ERE	**488.3**	**-**	**-**	**-**
Professional & Outside Services	313.9	-	-	-
Travel In-State	-	-	-	-
Travel Out-Of-State	1.1	-	-	-
Food	-	-	-	-
Aid To Organizations & Individuals	32,821.5	-	-	-
Other Operating Expenditures	3,986.0	-	-	-
Capital Outlay	(56.3)	-	-	-
Capital Equipment	-	-	-	-
Non-Capital Equipment	-	-	-	-
Debt Service	-	-	-	-
Cost Allocation & Indirect Costs	37,909.1	-	-	-
Transfers-Out	-	-	-	-
Expenditure Categories Total:	**75,463.7**	**-**	**-**	**-**
Regional Area Road Fund - Maricopa County Total:	**75,463.7**	**-**	**-**	**-**
Fund: DT2030 State Highway Fund				
Appropriated				

Program Budget Unit Summary of Expenditure and Budget Request for Selected Funds

Agency: Department of Transportation

	FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program: DTA-1-0 Administration				
Sub Program: DTA-1-2 Transportation Support Services				
Fund: DT2030 State Highway Fund				
Personal Services	44,473.9	55,676.9	-	55,676.9
Employee Related Expenditures	21,695.2	24,980.9	-	24,980.9
Subtotal Personal Services and ERE	**66,169.1**	**80,657.8**	**-**	**80,657.8**
Professional & Outside Services	2,994.3	3,202.8	2,100.0	5,302.8
Travel In-State	116.0	54.4	-	54.4
Travel Out-Of-State	55.7	41.2	-	41.2
Food	-	-	-	-
Aid To Organizations & Individuals	0.1	-	-	-
Other Operating Expenditures	56,899.8	61,436.8	4,197.2	65,634.0
Capital Outlay	13.6	16.9	-	16.9
Capital Equipment	512.9	801.5	-	801.5
Non-Capital Equipment	2,260.5	1,470.9	-	1,470.9
Debt Service	-	-	-	-
Cost Allocation & Indirect Costs	(57,044.2)	(65,200.0)	-	(65,200.0)
Transfers-Out	710.0	240.0	-	240.0
Expenditure Categories Total:	**72,687.9**	**82,722.3**	**6,297.2**	**6,297.2**
Non-Appropriated				
Personal Services	6,057.5	566.7	-	566.7
Employee Related Expenditures	502.1	239.7	-	239.7
Subtotal Personal Services and ERE	**6,559.6**	**806.4**	**-**	**806.4**
Professional & Outside Services	1,398.3	40.0	-	40.0
Travel In-State	18.8	1.2	-	1.2
Travel Out-Of-State	27.0	-	-	-
Food	-	-	-	-
Aid To Organizations & Individuals	30,459.3	-	-	-
Other Operating Expenditures	6,955.0	1,980.3	-	1,980.3
Capital Outlay	625.3	-	-	-
Capital Equipment	365.4	-	-	-
Non-Capital Equipment	54.2	-	-	-
Debt Service	-	-	-	-
Cost Allocation & Indirect Costs	(10,607.8)	-	-	-

Program Budget Unit Summary of Expenditure and Budget Request for Selected Funds

Agency: Department of Transportation

	FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program: DTA-1-0 Administration				
Sub Program: DTA-1-2 Transportation Support Services				
Fund: DT2030 State Highway Fund				
Transfers-Out	15,963.2	-	-	-
Expenditure Categories Total:	**51,818.5**	**2,827.9**	**-**	**-**
State Highway Fund Total:	**124,506.4**	**85,550.2**	**6,297.2**	**91,847.4**
Fund: DT2097 ADOT Federal Programs Fund				
Non-Appropriated				
Personal Services	-	-	-	-
Employee Related Expenditures	11.1	-	-	-
Subtotal Personal Services and ERE	**11.1**	**-**	**-**	**-**
Professional & Outside Services	-	-	-	-
Travel In-State	-	-	-	-
Travel Out-Of-State	-	-	-	-
Food	-	-	-	-
Aid To Organizations & Individuals	-	-	-	-
Other Operating Expenditures	-	-	-	-
Capital Outlay	-	-	-	-
Capital Equipment	-	-	-	-
Non-Capital Equipment	-	-	-	-
Debt Service	-	-	-	-
Cost Allocation & Indirect Costs	135.8	-	-	-
Transfers-Out	-	-	-	-
Expenditure Categories Total:	**146.9**	**-**	**-**	**-**
ADOT Federal Programs Fund Total:	**146.9**	**-**	**-**	**-**
Fund: DT2226 Air Quality Fund				
Appropriated				
Personal Services	100.2	-	-	-
Employee Related Expenditures	57.9	-	-	-

Program Budget Unit Summary of Expenditure and Budget Request for Selected Funds

Agency: Department of Transportation

	FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program: DTA-1-0 Administration				
Sub Program: DTA-1-2 Transportation Support Services				
Fund: DT2226 Air Quality Fund				
Subtotal Personal Services and ERE	158.2	-	-	-
Professional & Outside Services	-	-	-	-
Travel In-State	-	-	-	-
Travel Out-Of-State	-	-	-	-
Food	-	-	-	-
Aid To Organizations & Individuals	-	-	-	-
Other Operating Expenditures	-	-	-	-
Capital Outlay	-	-	-	-
Capital Equipment	-	-	-	-
Non-Capital Equipment	-	-	-	-
Debt Service	-	-	-	-
Cost Allocation & Indirect Costs	-	-	-	-
Transfers-Out	-	-	-	-
Expenditure Categories Total:	158.2	-	-	-
Air Quality Fund Total:	158.2	-	-	-
Fund: DT2266 Cash Deposits Fund				
Non-Appropriated				
Personal Services	-	-	-	-
Employee Related Expenditures	-	-	-	-
Subtotal Personal Services and ERE	-	-	-	-
Professional & Outside Services	-	-	-	-
Travel In-State	0.2	-	-	-
Travel Out-Of-State	-	-	-	-
Food	-	-	-	-
Aid To Organizations & Individuals	-	-	-	-
Other Operating Expenditures	-	-	-	-
Capital Outlay	-	-	-	-
Capital Equipment	-	-	-	-
Non-Capital Equipment	-	-	-	-

Program Budget Unit Summary of Expenditure and Budget Request for Selected Funds

Agency: Department of Transportation

	FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program: DTA-1-0 Administration				
Sub Program: DTA-1-2 Transportation Support Services				
Fund: DT2266 Cash Deposits Fund				
Debt Service	-	-	-	-
Cost Allocation & Indirect Costs	-	-	-	-
Transfers-Out	-	-	-	-
Expenditure Categories Total:	**0.2**	**-**	**-**	**-**
Cash Deposits Fund Total:	**0.2**	**-**	**-**	**-**
Fund: DT2272 Vehicle Inspection and Certificate of Title Enforcement Fund				
Appropriated				
Personal Services	-	-	-	-
Employee Related Expenditures	-	-	-	-
Subtotal Personal Services and ERE	**-**	**-**	**-**	**-**
Professional & Outside Services	-	-	-	-
Travel In-State	-	-	-	-
Travel Out-Of-State	-	-	-	-
Food	-	-	-	-
Aid To Organizations & Individuals	-	-	-	-
Other Operating Expenditures	0.8	1.4	-	1.4
Capital Outlay	-	-	-	-
Capital Equipment	-	-	-	-
Non-Capital Equipment	-	-	-	-
Debt Service	-	-	-	-
Cost Allocation & Indirect Costs	-	-	-	-
Transfers-Out	-	-	-	-
Expenditure Categories Total:	**0.8**	**1.4**	**-**	**-**
Vehicle Inspection and Certificate of Title Enforcement Fund Total:	**0.8**	**1.4**	**-**	**1.4**
Fund: DT2285 Motor Vehicle Liability Insurance Enforcement Fund				
Appropriated				

Program Budget Unit Summary of Expenditure and Budget Request for Selected Funds

Agency: Department of Transportation

	FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program: DTA-1-0 Administration				
Sub Program: DTA-1-2 Transportation Support Services				
Fund: DT2285 Motor Vehicle Liability Insurance Enforcement Fund				
Personal Services	-	-	-	-
Employee Related Expenditures	-	-	-	-
Subtotal Personal Services and ERE	-	-	-	-
Professional & Outside Services	-	-	-	-
Travel In-State	-	-	-	-
Travel Out-Of-State	-	-	-	-
Food	-	-	-	-
Aid To Organizations & Individuals	-	-	-	-
Other Operating Expenditures	0.6	564.3	-	564.3
Capital Outlay	-	-	-	-
Capital Equipment	-	-	-	-
Non-Capital Equipment	-	-	-	-
Debt Service	-	-	-	-
Cost Allocation & Indirect Costs	-	-	-	-
Transfers-Out	-	-	-	-
Expenditure Categories Total:	**0.6**	**564.3**	**-**	**-**
Motor Vehicle Liability Insurance Enforcement Fund Total:	**0.6**	**564.3**	**-**	**564.3**
Fund: DT2449 Employee Recognition Fund				
Non-Appropriated				
Personal Services	-	-	-	-
Employee Related Expenditures	-	-	-	-
Subtotal Personal Services and ERE	-	-	-	-
Professional & Outside Services	-	-	-	-
Travel In-State	-	-	-	-
Travel Out-Of-State	-	-	-	-
Food	-	-	-	-
Aid To Organizations & Individuals	-	-	-	-
Other Operating Expenditures	1.1	13.0	-	13.0

Program Budget Unit Summary of Expenditure and Budget Request for Selected Funds

Agency: Department of Transportation

	FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program: DTA-1-0 Administration				
Sub Program: DTA-1-2 Transportation Support Services				
Fund: DT2449 Employee Recognition Fund				
Capital Outlay	-	-	-	-
Capital Equipment	-	-	-	-
Non-Capital Equipment	-	-	-	-
Debt Service	-	-	-	-
Cost Allocation & Indirect Costs	-	-	-	-
Transfers-Out	-	-	-	-
Expenditure Categories Total:	**1.1**	**13.0**	**-**	**-**
Employee Recognition Fund Total:	**1.1**	**13.0**	**-**	**13.0**
Fund: DT2463 Grant Anticipation Notes Fund				
Non-Appropriated				
Personal Services	-	-	-	-
Employee Related Expenditures	-	-	-	-
Subtotal Personal Services and ERE	**-**	**-**	**-**	**-**
Professional & Outside Services	-	-	-	-
Travel In-State	-	-	-	-
Travel Out-Of-State	-	-	-	-
Food	-	-	-	-
Aid To Organizations & Individuals	-	-	-	-
Other Operating Expenditures	-	-	-	-
Capital Outlay	-	-	-	-
Capital Equipment	-	-	-	-
Non-Capital Equipment	-	-	-	-
Debt Service	29,970.5	-	-	-
Cost Allocation & Indirect Costs	-	-	-	-
Transfers-Out	29,970.5	-	-	-
Expenditure Categories Total:	**59,941.0**	**-**	**-**	**-**
Grant Anticipation Notes Fund Total:	**59,941.0**	**-**	**-**	**-**

Program Budget Unit Summary of Expenditure and Budget Request for Selected Funds

Agency: Department of Transportation

	FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program: DTA-1-0 Administration				
Sub Program: DTA-1-2 Transportation Support Services				
Fund: DT2479 Regional Area Road Fund - Maricopa				
Non-Appropriated				
Personal Services	-	-	-	-
Employee Related Expenditures	-	-	-	-
Subtotal Personal Services and ERE	-	-	-	-
Professional & Outside Services	-	-	-	-
Travel In-State	-	-	-	-
Travel Out-Of-State	-	-	-	-
Food	-	-	-	-
Aid To Organizations & Individuals	12,750.8	-	-	-
Other Operating Expenditures	-	-	-	-
Capital Outlay	-	-	-	-
Capital Equipment	-	-	-	-
Non-Capital Equipment	-	-	-	-
Debt Service	-	-	-	-
Cost Allocation & Indirect Costs	0.1	-	-	-
Transfers-Out	-	-	-	-
Expenditure Categories Total:	**12,750.9**	-	-	-
Regional Area Road Fund - Maricopa Total:	**12,750.9**	-	-	-
Fund: DT2500 IGA and ISA Fund				
Non-Appropriated				
Personal Services	188.7	227.9	-	227.9
Employee Related Expenditures	103.9	105.3	-	105.3
Subtotal Personal Services and ERE	**292.6**	**333.2**	-	**333.2**
Professional & Outside Services	0.1	-	-	-
Travel In-State	-	-	-	-
Travel Out-Of-State	-	-	-	-
Food	-	-	-	-
Aid To Organizations & Individuals	0.0	-	-	-

Program Budget Unit Summary of Expenditure and Budget Request for Selected Funds

Agency: Department of Transportation

	FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program: DTA-1-0 Administration				
Sub Program: DTA-1-2 Transportation Support Services				
Fund: DT2500 IGA and ISA Fund				
Other Operating Expenditures	-	-	-	-
Capital Outlay	-	-	-	-
Capital Equipment	-	-	-	-
Non-Capital Equipment	-	-	-	-
Debt Service	-	-	-	-
Cost Allocation & Indirect Costs	-	-	-	-
Transfers-Out	-	-	-	-
Expenditure Categories Total:	**292.8**	**333.2**	**-**	**-**
IGA and ISA Fund Total:	**292.8**	**333.2**	**-**	**333.2**
Fund: DT2985 ADOT Coronavirus State and Local Fiscal Recovery Fund				
Non-Appropriated				
Personal Services	53.8	-	-	-
Employee Related Expenditures	-	-	-	-
Subtotal Personal Services and ERE	**53.8**	**-**	**-**	**-**
Professional & Outside Services	-	-	-	-
Travel In-State	-	-	-	-
Travel Out-Of-State	-	-	-	-
Food	-	-	-	-
Aid To Organizations & Individuals	-	-	-	-
Other Operating Expenditures	-	-	-	-
Capital Outlay	-	-	-	-
Capital Equipment	-	-	-	-
Non-Capital Equipment	-	-	-	-
Debt Service	-	-	-	-
Cost Allocation & Indirect Costs	2,544.2	-	-	-
Transfers-Out	-	-	-	-
Expenditure Categories Total:	**2,598.0**	**-**	**-**	**-**

Program Budget Unit Summary of Expenditure and Budget Request for Selected Funds

Agency: Department of Transportation

	FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program: DTA-1-0 Administration				
Sub Program: DTA-1-2 Transportation Support Services				
Fund: DT2985 ADOT Coronavirus State and Local Fiscal Recovery Fund				
ADOT Coronavirus State and Local Fiscal Recovery Fund Total:	**2,598.0**	**-**	**-**	**-**
Fund: DT3113 Highway User Revenue Fund				
Appropriated				
Personal Services	-	-	-	-
Employee Related Expenditures	-	-	-	-
Subtotal Personal Services and ERE	**-**	**-**	**-**	**-**
Professional & Outside Services	-	-	-	-
Travel In-State	-	-	-	-
Travel Out-Of-State	-	-	-	-
Food	-	-	-	-
Aid To Organizations & Individuals	-	-	-	-
Other Operating Expenditures	2.3	3.6	-	3.6
Capital Outlay	-	-	-	-
Capital Equipment	-	-	-	-
Non-Capital Equipment	-	-	-	-
Debt Service	-	-	-	-
Cost Allocation & Indirect Costs	-	-	-	-
Transfers-Out	-	-	-	-
Expenditure Categories Total:	**2.3**	**3.6**	**-**	**-**
Non-Appropriated				
Personal Services	-	-	-	-
Employee Related Expenditures	-	-	-	-
Subtotal Personal Services and ERE	**-**	**-**	**-**	**-**
Professional & Outside Services	-	-	-	-
Travel In-State	-	-	-	-
Travel Out-Of-State	-	-	-	-
Food	-	-	-	-
Aid To Organizations & Individuals	912,521.0	-	-	-

Program Budget Unit Summary of Expenditure and Budget Request for Selected Funds

Agency: Department of Transportation

	FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program: DTA-1-0 Administration				
Sub Program: DTA-1-2 Transportation Support Services				
Fund: DT3113 Highway User Revenue Fund				
Other Operating Expenditures	-	-	-	-
Capital Outlay	-	-	-	-
Capital Equipment	-	-	-	-
Non-Capital Equipment	-	-	-	-
Debt Service	-	-	-	-
Cost Allocation & Indirect Costs	-	-	-	-
Transfers-Out	-	-	-	-
Expenditure Categories Total:	**912,521.0**	**-**	**-**	**-**
Highway User Revenue Fund Total:	**912,523.3**	**3.6**	**-**	**3.6**
Fund: DT3701 Local Agency Deposits Fund				
Non-Appropriated				
Personal Services	648.0	-	-	-
Employee Related Expenditures	1.6	-	-	-
Subtotal Personal Services and ERE	**649.5**	**-**	**-**	**-**
Professional & Outside Services	81.6	-	-	-
Travel In-State	(0.0)	-	-	-
Travel Out-Of-State	-	-	-	-
Food	-	-	-	-
Aid To Organizations & Individuals	380.2	-	-	-
Other Operating Expenditures	0.3	-	-	-
Capital Outlay	(618.6)	-	-	-
Capital Equipment	-	-	-	-
Non-Capital Equipment	-	-	-	-
Debt Service	-	-	-	-
Cost Allocation & Indirect Costs	-	-	-	-
Transfers-Out	-	-	-	-
Expenditure Categories Total:	**492.9**	**-**	**-**	**-**
Local Agency Deposits Fund Total:	**492.9**	**-**	**-**	**-**

Program Budget Unit Summary of Expenditure and Budget Request for Selected Funds

Agency:	Department of Transportation

			FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program:	**DTA-1-0**	**Administration**				
Sub Program:	**DTA-1-2**	**Transportation Support Services**				
Fund:	**DT3701**	**Local Agency Deposits Fund**				
Fund:	**DT4071**	**State Fleet Operations Fund**				
Appropriated						
Personal Services			-	-	-	-
Employee Related Expenditures			-	-	-	-
Subtotal Personal Services and ERE			-	-	-	-
Professional & Outside Services			-	-	-	-
Travel In-State			-	-	-	-
Travel Out-Of-State			-	-	-	-
Food			-	-	-	-
Aid To Organizations & Individuals			-	-	-	-
Other Operating Expenditures			-	9.5	-	9.5
Capital Outlay			-	-	-	-
Capital Equipment			-	-	-	-
Non-Capital Equipment			-	-	-	-
Debt Service			-	-	-	-
Cost Allocation & Indirect Costs			-	1,400.0	-	1,400.0
Transfers-Out			-	-	-	-
Expenditure Categories Total:			-	1,409.5	-	-
State Fleet Operations Fund Total:			-	1,409.5	-	1,409.5
Fund:	**DT5004**	**State Highway Fund Bonds Debt Service Fund**				
Non-Appropriated						
Personal Services			254.3	-	-	-
Employee Related Expenditures			24.9	-	-	-
Subtotal Personal Services and ERE			279.3	-	-	-
Professional & Outside Services			4,639.8	-	-	-
Travel In-State			-	-	-	-
Travel Out-Of-State			-	-	-	-
Food			-	-	-	-

Program Budget Unit Summary of Expenditure and Budget Request for Selected Funds

Agency: Department of Transportation

	FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program: DTA-1-0 Administration				
Sub Program: DTA-1-2 Transportation Support Services				
Fund: DT5004 State Highway Fund Bonds Debt Service Fund				
Aid To Organizations & Individuals	-	-	-	-
Other Operating Expenditures	(0.5)	-	-	-
Capital Outlay	-	-	-	-
Capital Equipment	-	-	-	-
Non-Capital Equipment	-	-	-	-
Debt Service	307,658.6	-	-	-
Cost Allocation & Indirect Costs	17,597.4	-	-	-
Transfers-Out	1,985.3	-	-	-
Expenditure Categories Total:	**332,159.8**	**-**	**-**	**-**
State Highway Fund Bonds Debt Service Fund Total:	**332,159.8**	**-**	**-**	**-**
Fund: DT5008 Regional Area Road Fund Debt Service Fund				
Non-Appropriated				
Personal Services	-	-	-	-
Employee Related Expenditures	-	-	-	-
Subtotal Personal Services and ERE	**-**	**-**	**-**	**-**
Professional & Outside Services	(56.3)	-	-	-
Travel In-State	-	-	-	-
Travel Out-Of-State	-	-	-	-
Food	-	-	-	-
Aid To Organizations & Individuals	-	-	-	-
Other Operating Expenditures	-	-	-	-
Capital Outlay	56.3	-	-	-
Capital Equipment	-	-	-	-
Non-Capital Equipment	-	-	-	-
Debt Service	-	-	-	-
Cost Allocation & Indirect Costs	-	-	-	-
Transfers-Out	413.5	-	-	-

Program Budget Unit Summary of Expenditure and Budget Request for Selected Funds

Agency: Department of Transportation

	FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program: DTA-1-0 Administration				
Sub Program: DTA-1-2 Transportation Support Services				
Fund: DT5008 Regional Area Road Fund Debt Service Fund				
Expenditure Categories Total:	413.5	-	-	-
Regional Area Road Fund Debt Service Fund Total:	413.5	-	-	-
Fund: DT5906 Smart Corridor Highway Trust Fund				
Non-Appropriated				
Personal Services	-	-	-	-
Employee Related Expenditures	-	-	-	-
Subtotal Personal Services and ERE	-	-	-	-
Professional & Outside Services	-	-	-	-
Travel In-State	-	-	-	-
Travel Out-Of-State	-	-	-	-
Food	-	-	-	-
Aid To Organizations & Individuals	-	-	-	-
Other Operating Expenditures	-	-	-	-
Capital Outlay	-	-	-	-
Capital Equipment	-	-	-	-
Non-Capital Equipment	-	-	-	-
Debt Service	-	-	-	-
Cost Allocation & Indirect Costs	-	-	-	-
Transfers-Out	-	-	-	-
Expenditure Categories Total:	-	-	-	-
Smart Corridor Highway Trust Fund Total:	-	-	-	-
Fund: DT6000 State Match Advantage for Rural Transportation (SMART) Fund				
Non-Appropriated				
Personal Services	5.6	-	-	-
Employee Related Expenditures	-	-	-	-
Subtotal Personal Services and ERE	5.6	-	-	-

Program Budget Unit Summary of Expenditure and Budget Request for Selected Funds

Agency: Department of Transportation

	FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program: DTA-1-0 Administration				
Sub Program: DTA-1-2 Transportation Support Services				
Fund: DT6000 State Match Advantage for Rural Transportation (SMART) Fund				
Professional & Outside Services	-	-	-	-
Travel In-State	-	-	-	-
Travel Out-Of-State	-	-	-	-
Food	-	-	-	-
Aid To Organizations & Individuals	-	-	-	-
Other Operating Expenditures	-	-	-	-
Capital Outlay	-	-	-	-
Capital Equipment	-	-	-	-
Non-Capital Equipment	-	-	-	-
Debt Service	-	-	-	-
Cost Allocation & Indirect Costs	7.3	-	-	-
Transfers-Out	6,700.0	-	-	-
Expenditure Categories Total:	**6,712.9**	**-**	**-**	**-**
State Match Advantage for Rural Transportation (SMART) Fund Total:	**6,712.9**	**-**	**-**	**-**
Sub Program Total for Select Funds:	**1,541,956.9**	**89,674.2**	**6,849.8**	**96,524.0**
Sub Program: DTA-1-3 Arizona Highways Magazine				
Fund: DT2031 Arizona Highways Magazine Fund				
Non-Appropriated				
Personal Services	1,314.3	1,429.8	-	1,429.8
Employee Related Expenditures	533.7	520.9	-	520.9
Subtotal Personal Services and ERE	**1,848.0**	**1,950.7**	**-**	**1,950.7**
Professional & Outside Services	538.1	576.0	-	576.0
Travel In-State	0.9	1.2	-	1.2
Travel Out-Of-State	2.9	0.7	-	0.7
Food	-	-	-	-
Aid To Organizations & Individuals	-	-	-	-
Other Operating Expenditures	2,286.3	2,789.7	-	2,789.7

Program Budget Unit Summary of Expenditure and Budget Request for Selected Funds

Agency: Department of Transportation

	FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program: DTA-1-0 Administration				
Sub Program: DTA-1-3 Arizona Highways Magazine				
Fund: DT2031 Arizona Highways Magazine Fund				
Capital Outlay	-	-	-	-
Capital Equipment	-	-	-	-
Non-Capital Equipment	10.7	12.0	-	12.0
Debt Service	-	-	-	-
Cost Allocation & Indirect Costs	-	-	-	-
Transfers-Out	-	-	-	-
Expenditure Categories Total:	**4,687.0**	**5,330.3**	**-**	**-**
Arizona Highways Magazine Fund Total:	**4,687.0**	**5,330.3**	**-**	**5,330.3**
Sub Program Total for Select Funds:	**4,687.0**	**5,330.3**	**-**	**5,330.3**
Sub Program: DTA-1-4 SLI Attorney General Legal Services				
Fund: DT2030 State Highway Fund				
Appropriated				
Personal Services	-	-	-	-
Employee Related Expenditures	-	-	-	-
Subtotal Personal Services and ERE	**-**	**-**	**-**	**-**
Professional & Outside Services	3,940.4	3,940.4	909.6	4,850.0
Travel In-State	-	-	-	-
Travel Out-Of-State	-	-	-	-
Food	-	-	-	-
Aid To Organizations & Individuals	-	-	-	-
Other Operating Expenditures	-	-	-	-
Capital Outlay	-	-	-	-
Capital Equipment	-	-	-	-
Non-Capital Equipment	-	-	-	-
Debt Service	-	-	-	-
Cost Allocation & Indirect Costs	-	-	-	-
Transfers-Out	-	-	-	-

Program Budget Unit Summary of Expenditure and Budget Request for Selected Funds

Agency: Department of Transportation

	FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program: DTA-1-0 Administration				
Sub Program: DTA-1-4 SLI Attorney General Legal Services				
Fund: DT2030 State Highway Fund				
Expenditure Categories Total:	**3,940.4**	**3,940.4**	**909.6**	**909.6**
State Highway Fund Total:	**3,940.4**	**3,940.4**	**909.6**	**4,850.0**
Sub Program Total for Select Funds:	**3,940.4**	**3,940.4**	**909.6**	**4,850.0**
Sub Program: DTA-1-9 SLI ADOT Fleet Replacement				
Fund: DT2030 State Highway Fund				
Appropriated				
Personal Services	-	-	-	-
Employee Related Expenditures	-	-	-	-
Subtotal Personal Services and ERE	**-**	**-**	**-**	**-**
Professional & Outside Services	-	-	-	-
Travel In-State	-	-	-	-
Travel Out-Of-State	-	-	-	-
Food	-	-	-	-
Aid To Organizations & Individuals	-	-	-	-
Other Operating Expenditures	271.6	1,400.0	-	1,400.0
Capital Outlay	-	-	-	-
Capital Equipment	18,799.3	21,000.0	-	21,000.0
Non-Capital Equipment	9.7	-	-	-
Debt Service	-	-	-	-
Cost Allocation & Indirect Costs	-	-	-	-
Transfers-Out	-	-	-	-
Expenditure Categories Total:	**19,080.5**	**22,400.0**	**-**	**-**
State Highway Fund Total:	**19,080.5**	**22,400.0**	**-**	**22,400.0**
Sub Program Total for Select Funds:	**19,080.5**	**22,400.0**	**-**	**22,400.0**

Program Budget Unit Summary of Expenditure and Budget Request for Selected Funds

Agency: Department of Transportation

Program: DTA-1-0 Administration

Sub Program: DTA-1-12 SLI Spaying and Neutering of Animals Fund Deposit

Fund: AA1000 General Fund

Appropriated

	FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Personal Services	-	-	-	-
Employee Related Expenditures	-	-	-	-
Subtotal Personal Services and ERE	-	-	-	-
Professional & Outside Services	-	-	-	-
Travel In-State	-	-	-	-
Travel Out-Of-State	-	-	-	-
Food	-	-	-	-
Aid To Organizations & Individuals	-	-	-	-
Other Operating Expenditures	500.0	-	-	-
Capital Outlay	-	-	-	-
Capital Equipment	-	-	-	-
Non-Capital Equipment	-	-	-	-
Debt Service	-	-	-	-
Cost Allocation & Indirect Costs	-	-	-	-
Transfers-Out	-	-	-	-
Expenditure Categories Total:	**500.0**	**-**	**-**	**-**
General Fund Total:	**500.0**	**-**	**-**	**-**
Sub Program Total for Select Funds:	**500.0**	**-**	**-**	**-**

Program Budget Unit Summary of Expenditure and Budget Request for Selected Funds

Agency: Department of Transportation

	FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program: DTA-2-0 Intermodal Transportation				
Fund: DT2005 State Aviation Fund				
Appropriated				
Personal Services	420.0	565.7	-	565.7
Employee Related Expenditures	158.8	282.0	-	282.0
Subtotal Personal Services and ERE	**578.8**	**847.7**	**-**	**847.7**
Professional & Outside Services	-	-	-	-
Travel In-State	2.9	3.0	-	3.0
Travel Out-Of-State	0.9	1.0	-	1.0
Food	-	-	-	-
Aid To Organizations & Individuals	(0.2)	-	-	-
Other Operating Expenditures	7.9	20.0	-	20.0
Capital Outlay	-	-	-	-
Capital Equipment	-	-	-	-
Non-Capital Equipment	1.2	1.2	-	1.2
Debt Service	-	-	-	-
Cost Allocation & Indirect Costs	-	-	-	-
Transfers-Out	-	-	-	-
Expenditure Categories Total:	**591.6**	**872.9**	**-**	**872.9**
State Aviation Fund Total:	**591.6**	**872.9**	**-**	**872.9**
Fund: DT2029 Regional Area Road Fund - Maricopa County				
Non-Appropriated				
Personal Services	4,469.7	-	-	-
Employee Related Expenditures	1,775.6	-	-	-
Subtotal Personal Services and ERE	**6,245.3**	**-**	**-**	**-**
Professional & Outside Services	63,585.7	-	-	-
Travel In-State	0.1	-	-	-
Travel Out-Of-State	2.2	-	-	-
Food	-	-	-	-
Aid To Organizations & Individuals	218.3	-	-	-
Other Operating Expenditures	16,541.9	-	-	-
Capital Outlay	508,983.4	-	-	-

Program Budget Unit Summary of Expenditure and Budget Request for Selected Funds

Agency: Department of Transportation

	FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program: DTA-2-0 Intermodal Transportation				
Fund: DT2029 Regional Area Road Fund - Maricopa County				
Capital Equipment	-	-	-	-
Non-Capital Equipment	2,697.8	-	-	-
Debt Service	-	-	-	-
Cost Allocation & Indirect Costs	-	-	-	-
Transfers-Out	-	-	-	-
Expenditure Categories Total:	**598,274.7**	**-**	**-**	**-**
Regional Area Road Fund - Maricopa County Total:	**598,274.7**	**-**	**-**	**-**
Fund: DT2030 State Highway Fund				
Appropriated				
Personal Services	88,485.5	91,325.0	125.0	91,450.0
Employee Related Expenditures	41,446.4	46,491.6	59.0	46,550.6
Subtotal Personal Services and ERE	**129,931.9**	**137,816.6**	**184.0**	**138,000.6**
Professional & Outside Services	1,968.3	2,092.3	-	2,092.3
Travel In-State	552.6	535.9	-	535.9
Travel Out-Of-State	82.0	81.0	-	81.0
Food	7.0	-	-	-
Aid To Organizations & Individuals	-	-	-	-
Other Operating Expenditures	122,836.9	178,541.5	(2,764.2)	175,777.3
Capital Outlay	67.6	-	-	-
Capital Equipment	3,952.8	3,035.6	170.0	3,205.6
Non-Capital Equipment	473.4	514.8	-	514.8
Debt Service	-	-	-	-
Cost Allocation & Indirect Costs	-	-	-	-
Transfers-Out	-	-	-	-
Expenditure Categories Total:	**259,872.6**	**322,617.7**	**(2,410.2)**	**320,207.5**
Non-Appropriated				
Personal Services	17,040.8	-	-	-
Employee Related Expenditures	7,498.7	-	-	-

Program Budget Unit Summary of Expenditure and Budget Request for Selected Funds

Agency: Department of Transportation

	FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program: DTA-2-0 Intermodal Transportation				
Fund: DT2030 State Highway Fund				
Subtotal Personal Services and ERE	**24,539.6**	**-**	**-**	**-**
Professional & Outside Services	95,807.6	-	-	-
Travel In-State	(57.3)	-	-	-
Travel Out-Of-State	51.3	-	-	-
Food	-	-	-	-
Aid To Organizations & Individuals	1,069.6	-	-	-
Other Operating Expenditures	8,946.0	232.0	-	232.0
Capital Outlay	625,939.6	-	-	-
Capital Equipment	217.0	5.0	-	5.0
Non-Capital Equipment	289.2	15.0	-	15.0
Debt Service	-	-	-	-
Cost Allocation & Indirect Costs	-	-	-	-
Transfers-Out	4,085.4	-	-	-
Expenditure Categories Total:	**760,887.9**	**252.0**	**-**	**252.0**
State Highway Fund Total:	**1,020,760.5**	**322,869.7**	**(2,410.2)**	**320,459.5**
Fund: DT2044 Highway Damage Recovery Account Fund				
Appropriated				
Personal Services	-	-	-	-
Employee Related Expenditures	-	-	-	-
Subtotal Personal Services and ERE	**-**	**-**	**-**	**-**
Professional & Outside Services	-	-	-	-
Travel In-State	-	-	-	-
Travel Out-Of-State	-	-	-	-
Food	-	-	-	-
Aid To Organizations & Individuals	-	-	-	-
Other Operating Expenditures	7,080.0	7,999.0	-	7,999.0
Capital Outlay	-	-	-	-
Capital Equipment	-	-	-	-
Non-Capital Equipment	-	-	-	-
Debt Service	-	-	-	-
Cost Allocation & Indirect Costs	-	-	-	-

Program Budget Unit Summary of Expenditure and Budget Request for Selected Funds

Agency: Department of Transportation

	FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program: DTA-2-0 Intermodal Transportation				
Fund: DT2044 Highway Damage Recovery Account Fund				
Transfers-Out	-	-	-	-
Expenditure Categories Total:	**7,080.0**	**7,999.0**	**-**	**7,999.0**
Highway Damage Recovery Account Fund Total:	**7,080.0**	**7,999.0**	**-**	**7,999.0**
Fund: DT2071 ADOT Fleet Operations Fund				
Appropriated				
Personal Services	10,510.7	10,872.6	-	10,872.6
Employee Related Expenditures	5,018.9	5,901.7	-	5,901.7
Subtotal Personal Services and ERE	**15,529.6**	**16,774.3**	**-**	**16,774.3**
Professional & Outside Services	382.7	425.0	-	425.0
Travel In-State	67.6	50.0	-	50.0
Travel Out-Of-State	8.5	5.0	-	5.0
Food	-	-	-	-
Aid To Organizations & Individuals	-	-	-	-
Other Operating Expenditures	7,547.6	10,574.6	295.1	10,869.7
Capital Outlay	0.8	-	-	-
Capital Equipment	405.4	450.0	-	450.0
Non-Capital Equipment	114.3	100.0	-	100.0
Debt Service	-	-	-	-
Cost Allocation & Indirect Costs	-	-	-	-
Transfers-Out	-	-	-	-
Expenditure Categories Total:	**24,056.6**	**28,378.9**	**295.1**	**28,674.0**
Non-Appropriated				
Personal Services	-	-	-	-
Employee Related Expenditures	-	-	-	-
Subtotal Personal Services and ERE	**-**	**-**	**-**	**-**
Professional & Outside Services	-	-	-	-
Travel In-State	-	-	-	-
Travel Out-Of-State	-	-	-	-

Program Budget Unit Summary of Expenditure and Budget Request for Selected Funds

Agency: Department of Transportation

	FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program: DTA-2-0 Intermodal Transportation				
Fund: DT2071 ADOT Fleet Operations Fund				
Food	-	-	-	-
Aid To Organizations & Individuals	-	-	-	-
Other Operating Expenditures	0.4	-	-	-
Capital Outlay	-	-	-	-
Capital Equipment	-	-	-	-
Non-Capital Equipment	-	-	-	-
Debt Service	-	-	-	-
Cost Allocation & Indirect Costs	-	-	-	-
Transfers-Out	-	-	-	-
Expenditure Categories Total:	**0.4**	**-**	**-**	**-**
ADOT Fleet Operations Fund Total:	**24,057.0**	**28,378.9**	**295.1**	**28,674.0**
Fund: DT2097 ADOT Federal Programs Fund				
Non-Appropriated				
Personal Services	784.9	-	-	-
Employee Related Expenditures	324.2	-	-	-
Subtotal Personal Services and ERE	**1,109.1**	**-**	**-**	**-**
Professional & Outside Services	902.9	-	-	-
Travel In-State	392.0	-	-	-
Travel Out-Of-State	16.7	-	-	-
Food	-	-	-	-
Aid To Organizations & Individuals	25,749.3	-	-	-
Other Operating Expenditures	153.2	-	-	-
Capital Outlay	-	-	-	-
Capital Equipment	-	-	-	-
Non-Capital Equipment	0.4	-	-	-
Debt Service	-	-	-	-
Cost Allocation & Indirect Costs	-	-	-	-
Transfers-Out	-	-	-	-
Expenditure Categories Total:	**28,323.6**	**-**	**-**	**-**

Program Budget Unit Summary of Expenditure and Budget Request for Selected Funds

Agency: Department of Transportation

	FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program: DTA-2-0 Intermodal Transportation				
Fund: DT2097 ADOT Federal Programs Fund				
ADOT Federal Programs Fund Total:	**28,323.6**	**-**	**-**	**-**
Fund: DT2226 Air Quality Fund				
Appropriated				
Personal Services	271.3	488.3	19.0	507.3
Employee Related Expenditures	114.9	171.8	7.4	179.2
Subtotal Personal Services and ERE	**386.2**	**660.1**	**26.4**	**686.5**
Professional & Outside Services	225.0	209.8	-	209.8
Travel In-State	0.3	0.4	-	0.4
Travel Out-Of-State	4.0	4.0	-	4.0
Food	-	-	-	-
Aid To Organizations & Individuals	-	-	-	-
Other Operating Expenditures	0.1	-	3.5	3.5
Capital Outlay	-	-	-	-
Capital Equipment	-	-	-	-
Non-Capital Equipment	0.1	-	-	-
Debt Service	-	-	-	-
Cost Allocation & Indirect Costs	236.2	-	-	-
Transfers-Out	-	-	-	-
Expenditure Categories Total:	**851.9**	**874.3**	**29.9**	**904.2**
Air Quality Fund Total:	**851.9**	**874.3**	**29.9**	**904.2**
Fund: DT2244 Economic Strength Project Fund				
Non-Appropriated				
Personal Services	-	-	-	-
Employee Related Expenditures	-	-	-	-
Subtotal Personal Services and ERE	**-**	**-**	**-**	**-**
Professional & Outside Services	-	-	-	-
Travel In-State	-	-	-	-
Travel Out-Of-State	-	-	-	-
Food	-	-	-	-

Program Budget Unit Summary of Expenditure and Budget Request for Selected Funds

Agency: Department of Transportation

	FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program: DTA-2-0 Intermodal Transportation				
Fund: DT2244 Economic Strength Project Fund				
Aid To Organizations & Individuals	1,914.6	-	-	-
Other Operating Expenditures	-	-	-	-
Capital Outlay	-	-	-	-
Capital Equipment	-	-	-	-
Non-Capital Equipment	-	-	-	-
Debt Service	-	-	-	-
Cost Allocation & Indirect Costs	-	-	-	-
Transfers-Out	-	-	-	-
Expenditure Categories Total:	**1,914.6**	**-**	**-**	**-**
Economic Strength Project Fund Total:	**1,914.6**	**-**	**-**	**-**
Fund: DT2479 Regional Area Road Fund - Maricopa				
Non-Appropriated				
Personal Services	-	-	-	-
Employee Related Expenditures	0.0	-	-	-
Subtotal Personal Services and ERE	**0.0**	**-**	**-**	**-**
Professional & Outside Services	35.0	-	-	-
Travel In-State	-	-	-	-
Travel Out-Of-State	-	-	-	-
Food	-	-	-	-
Aid To Organizations & Individuals	-	-	-	-
Other Operating Expenditures	-	-	-	-
Capital Outlay	-	-	-	-
Capital Equipment	-	-	-	-
Non-Capital Equipment	-	-	-	-
Debt Service	-	-	-	-
Cost Allocation & Indirect Costs	-	-	-	-
Transfers-Out	-	-	-	-
Expenditure Categories Total:	**35.0**	**-**	**-**	**-**
Regional Area Road Fund - Maricopa Total:	**35.0**	**-**	**-**	**-**

Program Budget Unit Summary of Expenditure and Budget Request for Selected Funds

Agency: Department of Transportation

	FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program: DTA-2-0 Intermodal Transportation				
Fund: DT2479 Regional Area Road Fund - Maricopa				
Fund: DT2985 ADOT Coronavirus State and Local Fiscal Recovery Fund				
Non-Appropriated				
Personal Services	187.1	-	-	-
Employee Related Expenditures	85.6	-	-	-
Subtotal Personal Services and ERE	**272.6**	-	-	-
Professional & Outside Services	3,026.7	-	-	-
Travel In-State	3.9	-	-	-
Travel Out-Of-State	-	-	-	-
Food	-	-	-	-
Aid To Organizations & Individuals	-	-	-	-
Other Operating Expenditures	0.1	-	-	-
Capital Outlay	34,599.0	-	-	-
Capital Equipment	-	-	-	-
Non-Capital Equipment	15.7	-	-	-
Debt Service	-	-	-	-
Cost Allocation & Indirect Costs	-	-	-	-
Transfers-Out	-	-	-	-
Expenditure Categories Total:	**37,918.1**	-	-	-
ADOT Coronavirus State and Local Fiscal Recovery Fund Total:	**37,918.1**	-	-	-
Fund: DT3701 Local Agency Deposits Fund				
Non-Appropriated				
Personal Services	2,478.8	-	-	-
Employee Related Expenditures	1,104.9	-	-	-
Subtotal Personal Services and ERE	**3,583.7**	-	-	-
Professional & Outside Services	19,690.6	-	-	-
Travel In-State	24.0	-	-	-
Travel Out-Of-State	-	-	-	-
Food	-	-	-	-
Aid To Organizations & Individuals	84,837.1	-	-	-

Program Budget Unit Summary of Expenditure and Budget Request for Selected Funds

Agency: Department of Transportation

	FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program: DTA-2-0 Intermodal Transportation				
Fund: DT3701 Local Agency Deposits Fund				
Other Operating Expenditures	15.8	-	-	-
Capital Outlay	69,809.5	-	-	-
Capital Equipment	-	-	-	-
Non-Capital Equipment	-	-	-	-
Debt Service	-	-	-	-
Cost Allocation & Indirect Costs	-	-	-	-
Transfers-Out	978.6	-	-	-
Expenditure Categories Total:	**178,939.3**	**-**	**-**	**-**
Local Agency Deposits Fund Total:	**178,939.3**	**-**	**-**	**-**
Fund: DT3737 Highway Properties Fund				
Non-Appropriated				
Personal Services	-	-	-	-
Employee Related Expenditures	-	-	-	-
Subtotal Personal Services and ERE	**-**	**-**	**-**	**-**
Professional & Outside Services	-	-	-	-
Travel In-State	-	-	-	-
Travel Out-Of-State	-	-	-	-
Food	-	-	-	-
Aid To Organizations & Individuals	-	-	-	-
Other Operating Expenditures	0.0	-	-	-
Capital Outlay	-	-	-	-
Capital Equipment	-	-	-	-
Non-Capital Equipment	-	-	-	-
Debt Service	-	-	-	-
Cost Allocation & Indirect Costs	-	-	-	-
Transfers-Out	-	-	-	-
Expenditure Categories Total:	**0.0**	**-**	**-**	**-**
Highway Properties Fund Total:	**0.0**	**-**	**-**	**-**

Program Budget Unit Summary of Expenditure and Budget Request for Selected Funds

Agency: Department of Transportation

	FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program: DTA-2-0 Intermodal Transportation				
Fund: DT5004 State Highway Fund Bonds Debt Service Fund				
Non-Appropriated				
Personal Services	590.4	-	-	-
Employee Related Expenditures	255.4	-	-	-
Subtotal Personal Services and ERE	**845.8**	**-**	**-**	**-**
Professional & Outside Services	8,855.5	-	-	-
Travel In-State	2.1	-	-	-
Travel Out-Of-State	-	-	-	-
Food	-	-	-	-
Aid To Organizations & Individuals	-	-	-	-
Other Operating Expenditures	21.3	-	-	-
Capital Outlay	175,562.8	-	-	-
Capital Equipment	-	-	-	-
Non-Capital Equipment	31.6	-	-	-
Debt Service	-	-	-	-
Cost Allocation & Indirect Costs	-	-	-	-
Transfers-Out	28.9	-	-	-
Expenditure Categories Total:	**185,348.0**	**-**	**-**	**-**
State Highway Fund Bonds Debt Service Fund Total:	**185,348.0**	**-**	**-**	**-**
Fund: DT5906 Smart Corridor Highway Trust Fund				
Non-Appropriated				
Personal Services	-	-	-	-
Employee Related Expenditures	0.8	-	-	-
Subtotal Personal Services and ERE	**0.8**	**-**	**-**	**-**
Professional & Outside Services	-	-	-	-
Travel In-State	-	-	-	-
Travel Out-Of-State	-	-	-	-
Food	-	-	-	-
Aid To Organizations & Individuals	-	-	-	-
Other Operating Expenditures	0.5	-	-	-

Program Budget Unit Summary of Expenditure and Budget Request for Selected Funds

Agency: Department of Transportation

	FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program: DTA-2-0 Intermodal Transportation				
Fund: DT5906 Smart Corridor Highway Trust Fund				
Capital Outlay	-	-	-	-
Capital Equipment	-	-	-	-
Non-Capital Equipment	-	-	-	-
Debt Service	-	-	-	-
Cost Allocation & Indirect Costs	-	-	-	-
Transfers-Out	-	-	-	-
Expenditure Categories Total:	**1.3**	**-**	**-**	**-**
Smart Corridor Highway Trust Fund Total:	**1.3**	**-**	**-**	**-**
Fund: DT6000 State Match Advantage for Rural Transportation (SMART) Fund				
Non-Appropriated				
Personal Services	147.4	-	-	-
Employee Related Expenditures	61.5	-	-	-
Subtotal Personal Services and ERE	**208.9**	**-**	**-**	**-**
Professional & Outside Services	8,144.3	-	-	-
Travel In-State	0.2	-	-	-
Travel Out-Of-State	-	-	-	-
Food	-	-	-	-
Aid To Organizations & Individuals	827.1	-	-	-
Other Operating Expenditures	-	-	-	-
Capital Outlay	177.0	-	-	-
Capital Equipment	-	-	-	-
Non-Capital Equipment	-	-	-	-
Debt Service	-	-	-	-
Cost Allocation & Indirect Costs	-	-	-	-
Transfers-Out	-	-	-	-
Expenditure Categories Total:	**9,357.5**	**-**	**-**	**-**
State Match Advantage for Rural Transportation (SMART) Fund Total:	**9,357.5**	**-**	**-**	**-**

Program Budget Unit Summary of Expenditure and Budget Request for Selected Funds

Agency: Department of Transportation

	FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program: DTA-2-0 Intermodal Transportation				
Program Total for Select Funds:	**2,093,453.0**	**360,994.8**	**(2,085.3)**	**358,909.5**
Sub Program: DTA-2-1 SLI Highway Maintenance				
Fund: DT2029 Regional Area Road Fund - Maricopa County				
Non-Appropriated				
Personal Services	1,144.6	-	-	-
Employee Related Expenditures	241.9	-	-	-
Subtotal Personal Services and ERE	**1,386.5**	**-**	**-**	**-**
Professional & Outside Services	-	-	-	-
Travel In-State	-	-	-	-
Travel Out-Of-State	-	-	-	-
Food	-	-	-	-
Aid To Organizations & Individuals	-	-	-	-
Other Operating Expenditures	15,325.3	-	-	-
Capital Outlay	23.6	-	-	-
Capital Equipment	-	-	-	-
Non-Capital Equipment	-	-	-	-
Debt Service	-	-	-	-
Cost Allocation & Indirect Costs	-	-	-	-
Transfers-Out	-	-	-	-
Expenditure Categories Total:	**16,735.3**	**-**	**-**	**-**
Regional Area Road Fund - Maricopa County Total:	**16,735.3**	**-**	**-**	**-**
Fund: DT2030 State Highway Fund				
Appropriated				
Personal Services	49,497.8	44,239.4	125.0	44,364.4
Employee Related Expenditures	24,863.1	23,730.7	59.0	23,789.7
Subtotal Personal Services and ERE	**74,360.9**	**67,970.1**	**184.0**	**68,154.1**
Professional & Outside Services	331.3	300.0	-	300.0
Travel In-State	308.4	250.0	-	250.0
Travel Out-Of-State	7.5	10.0	-	10.0

Program Budget Unit Summary of Expenditure and Budget Request for Selected Funds

Agency: Department of Transportation

	FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program: DTA-2-0 Intermodal Transportation				
Sub Program: DTA-2-1 SLI Highway Maintenance				
Fund: DT2030 State Highway Fund				
Food	1.1	-	-	-
Aid To Organizations & Individuals	-	-	-	-
Other Operating Expenditures	74,263.9	106,519.4	4,195.3	110,714.7
Capital Outlay	18.0	-	-	-
Capital Equipment	1,919.0	875.0	170.0	1,045.0
Non-Capital Equipment	391.2	250.0	-	250.0
Debt Service	-	-	-	-
Cost Allocation & Indirect Costs	-	-	-	-
Transfers-Out	-	-	-	-
Expenditure Categories Total:	**151,601.2**	**176,174.5**	**4,549.3**	**4,549.3**
Non-Appropriated				
Personal Services	(0.3)	-	-	-
Employee Related Expenditures	(0.1)	-	-	-
Subtotal Personal Services and ERE	**(0.4)**	**-**	**-**	**-**
Professional & Outside Services	-	-	-	-
Travel In-State	-	-	-	-
Travel Out-Of-State	-	-	-	-
Food	-	-	-	-
Aid To Organizations & Individuals	-	-	-	-
Other Operating Expenditures	55.8	-	-	-
Capital Outlay	-	-	-	-
Capital Equipment	2.3	-	-	-
Non-Capital Equipment	64.5	-	-	-
Debt Service	-	-	-	-
Cost Allocation & Indirect Costs	-	-	-	-
Transfers-Out	-	-	-	-
Expenditure Categories Total:	**122.2**	**-**	**-**	**-**
State Highway Fund Total:	**151,723.4**	**176,174.5**	**4,549.3**	**180,723.8**

Program Budget Unit Summary of Expenditure and Budget Request for Selected Funds

Agency: Department of Transportation

	FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program: DTA-2-0 Intermodal Transportation				
Sub Program: DTA-2-1 SLI Highway Maintenance				
Fund: DT3701 Local Agency Deposits Fund				
Non-Appropriated				
Personal Services	-	-	-	-
Employee Related Expenditures	-	-	-	-
Subtotal Personal Services and ERE	-	-	-	-
Professional & Outside Services	-	-	-	-
Travel In-State	-	-	-	-
Travel Out-Of-State	-	-	-	-
Food	-	-	-	-
Aid To Organizations & Individuals	-	-	-	-
Other Operating Expenditures	8.3	-	-	-
Capital Outlay	-	-	-	-
Capital Equipment	-	-	-	-
Non-Capital Equipment	-	-	-	-
Debt Service	-	-	-	-
Cost Allocation & Indirect Costs	-	-	-	-
Transfers-Out	-	-	-	-
Expenditure Categories Total:	**8.3**	**-**	**-**	**-**
Local Agency Deposits Fund Total:	**8.3**	**-**	**-**	**-**
Sub Program Total for Select Funds:	**168,467.0**	**176,174.5**	**4,549.3**	**180,723.8**
Sub Program: DTA-2-2 Construction				
Fund: DT2029 Regional Area Road Fund - Maricopa County				
Non-Appropriated				
Personal Services	3,325.1	-	-	-
Employee Related Expenditures	1,533.7	-	-	-
Subtotal Personal Services and ERE	**4,858.8**	**-**	**-**	**-**
Professional & Outside Services	63,585.7	-	-	-
Travel In-State	0.1	-	-	-

Program Budget Unit Summary of Expenditure and Budget Request for Selected Funds

Agency: Department of Transportation

	FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program: DTA-2-0 Intermodal Transportation				
Sub Program: DTA-2-2 Construction				
Fund: DT2029 Regional Area Road Fund - Maricopa County				
Travel Out-Of-State	2.2	-	-	-
Food	-	-	-	-
Aid To Organizations & Individuals	218.3	-	-	-
Other Operating Expenditures	1,216.7	-	-	-
Capital Outlay	508,959.9	-	-	-
Capital Equipment	-	-	-	-
Non-Capital Equipment	2,697.8	-	-	-
Debt Service	-	-	-	-
Cost Allocation & Indirect Costs	-	-	-	-
Transfers-Out	-	-	-	-
Expenditure Categories Total:	**581,539.4**	**-**	**-**	**-**
Regional Area Road Fund - Maricopa County Total:	**581,539.4**	**-**	**-**	**-**
Fund: DT2030 State Highway Fund				
Appropriated				
Personal Services	36,674.8	44,467.0	-	44,467.0
Employee Related Expenditures	15,667.7	21,402.0	-	21,402.0
Subtotal Personal Services and ERE	**52,342.5**	**65,869.0**	**-**	**65,869.0**
Professional & Outside Services	1,637.0	1,792.3	-	1,792.3
Travel In-State	238.8	281.9	-	281.9
Travel Out-Of-State	66.9	65.0	-	65.0
Food	5.9	-	-	-
Aid To Organizations & Individuals	-	-	-	-
Other Operating Expenditures	13,964.3	25,418.2	(776.9)	24,641.3
Capital Outlay	49.7	-	-	-
Capital Equipment	435.0	534.0	-	534.0
Non-Capital Equipment	81.2	262.5	-	262.5
Debt Service	-	-	-	-
Cost Allocation & Indirect Costs	-	-	-	-

Program Budget Unit Summary of Expenditure and Budget Request for Selected Funds

Agency: Department of Transportation

	FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program: DTA-2-0 Intermodal Transportation				
Sub Program: DTA-2-2 Construction				
Fund: DT2030 State Highway Fund				
Transfers-Out	-	-	-	-
Expenditure Categories Total:	**68,821.3**	**94,222.9**	**(776.9)**	**(776.9)**
Non-Appropriated				
Personal Services	13,359.1	-	-	-
Employee Related Expenditures	6,000.1	-	-	-
Subtotal Personal Services and ERE	**19,359.2**	**-**	**-**	**-**
Professional & Outside Services	84,963.7	-	-	-
Travel In-State	296.8	-	-	-
Travel Out-Of-State	11.6	-	-	-
Food	-	-	-	-
Aid To Organizations & Individuals	1,069.6	-	-	-
Other Operating Expenditures	6,947.3	232.0	-	232.0
Capital Outlay	625,939.6	-	-	-
Capital Equipment	192.8	5.0	-	5.0
Non-Capital Equipment	321.4	15.0	-	15.0
Debt Service	-	-	-	-
Cost Allocation & Indirect Costs	-	-	-	-
Transfers-Out	2,735.1	-	-	-
Expenditure Categories Total:	**741,837.2**	**252.0**	**-**	**-**
State Highway Fund Total:	**810,658.5**	**94,474.9**	**(776.9)**	**93,698.0**
Fund: DT2479 Regional Area Road Fund - Maricopa				
Non-Appropriated				
Personal Services	-	-	-	-
Employee Related Expenditures	0.0	-	-	-
Subtotal Personal Services and ERE	**0.0**	**-**	**-**	**-**
Professional & Outside Services	35.0	-	-	-
Travel In-State	-	-	-	-

Program Budget Unit Summary of Expenditure and Budget Request for Selected Funds

Agency: Department of Transportation

	FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program: DTA-2-0 Intermodal Transportation				
Sub Program: DTA-2-2 Construction				
Fund: DT2479 Regional Area Road Fund - Maricopa				
Travel Out-Of-State	-	-	-	-
Food	-	-	-	-
Aid To Organizations & Individuals	-	-	-	-
Other Operating Expenditures	-	-	-	-
Capital Outlay	-	-	-	-
Capital Equipment	-	-	-	-
Non-Capital Equipment	-	-	-	-
Debt Service	-	-	-	-
Cost Allocation & Indirect Costs	-	-	-	-
Transfers-Out	-	-	-	-
Expenditure Categories Total:	**35.0**	**-**	**-**	**-**
Regional Area Road Fund - Maricopa Total:	**35.0**	**-**	**-**	**-**
Fund: DT2985 ADOT Coronavirus State and Local Fiscal Recovery Fund				
Non-Appropriated				
Personal Services	187.1	-	-	-
Employee Related Expenditures	85.6	-	-	-
Subtotal Personal Services and ERE	**272.6**	**-**	**-**	**-**
Professional & Outside Services	3,026.7	-	-	-
Travel In-State	3.9	-	-	-
Travel Out-Of-State	-	-	-	-
Food	-	-	-	-
Aid To Organizations & Individuals	-	-	-	-
Other Operating Expenditures	0.1	-	-	-
Capital Outlay	34,599.0	-	-	-
Capital Equipment	-	-	-	-
Non-Capital Equipment	15.7	-	-	-
Debt Service	-	-	-	-
Cost Allocation & Indirect Costs	-	-	-	-
Transfers-Out	-	-	-	-

Program Budget Unit Summary of Expenditure and Budget Request for Selected Funds

Agency: Department of Transportation

		FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program:	**DTA-2-0 Intermodal Transportation**				
Sub Program:	**DTA-2-2 Construction**				
Fund:	**DT2985 ADOT Coronavirus State and Local Fiscal Recovery Fund**				
Expenditure Categories Total:		**37,918.1**	**-**	**-**	**-**
ADOT Coronavirus State and Local Fiscal Recovery Fund Total:		**37,918.1**	**-**	**-**	**-**
Fund:	**DT3701 Local Agency Deposits Fund**				
Non-Appropriated					
Personal Services		2,458.7	-	-	-
Employee Related Expenditures		1,097.6	-	-	-
Subtotal Personal Services and ERE		**3,556.3**	**-**	**-**	**-**
Professional & Outside Services		18,093.7	-	-	-
Travel In-State		24.0	-	-	-
Travel Out-Of-State		-	-	-	-
Food		-	-	-	-
Aid To Organizations & Individuals		49,191.6	-	-	-
Other Operating Expenditures		7.5	-	-	-
Capital Outlay		69,809.5	-	-	-
Capital Equipment		-	-	-	-
Non-Capital Equipment		-	-	-	-
Debt Service		-	-	-	-
Cost Allocation & Indirect Costs		-	-	-	-
Transfers-Out		-	-	-	-
Expenditure Categories Total:		**140,682.6**	**-**	**-**	**-**
Local Agency Deposits Fund Total:		**140,682.6**	**-**	**-**	**-**
Fund:	**DT3737 Highway Properties Fund**				
Non-Appropriated					
Personal Services		-	-	-	-
Employee Related Expenditures		-	-	-	-

Program Budget Unit Summary of Expenditure and Budget Request for Selected Funds

Agency: Department of Transportation

	FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program: DTA-2-0 Intermodal Transportation				
Sub Program: DTA-2-2 Construction				
Fund: DT3737 Highway Properties Fund				
Subtotal Personal Services and ERE	-	-	-	-
Professional & Outside Services	-	-	-	-
Travel In-State	-	-	-	-
Travel Out-Of-State	-	-	-	-
Food	-	-	-	-
Aid To Organizations & Individuals	-	-	-	-
Other Operating Expenditures	0.0	-	-	-
Capital Outlay	-	-	-	-
Capital Equipment	-	-	-	-
Non-Capital Equipment	-	-	-	-
Debt Service	-	-	-	-
Cost Allocation & Indirect Costs	-	-	-	-
Transfers-Out	-	-	-	-
Expenditure Categories Total:	**0.0**	-	-	-
Highway Properties Fund Total:	**0.0**	-	-	-
Fund: DT5004 State Highway Fund Bonds Debt Service Fund				
Non-Appropriated				
Personal Services	590.4	-	-	-
Employee Related Expenditures	255.4	-	-	-
Subtotal Personal Services and ERE	**845.8**	-	-	-
Professional & Outside Services	8,855.5	-	-	-
Travel In-State	2.1	-	-	-
Travel Out-Of-State	-	-	-	-
Food	-	-	-	-
Aid To Organizations & Individuals	-	-	-	-
Other Operating Expenditures	21.3	-	-	-
Capital Outlay	175,562.8	-	-	-
Capital Equipment	-	-	-	-
Non-Capital Equipment	31.6	-	-	-

Program Budget Unit Summary of Expenditure and Budget Request for Selected Funds

Agency: Department of Transportation

	FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program: DTA-2-0 Intermodal Transportation				
Sub Program: DTA-2-2 Construction				
Fund: DT5004 State Highway Fund Bonds Debt Service Fund				
Debt Service	-	-	-	-
Cost Allocation & Indirect Costs	-	-	-	-
Transfers-Out	28.9	-	-	-
Expenditure Categories Total:	**185,348.0**	**-**	**-**	**-**
State Highway Fund Bonds Debt Service Fund Total:	**185,348.0**	**-**	**-**	**-**
Fund: DT5906 Smart Corridor Highway Trust Fund				
Non-Appropriated				
Personal Services	-	-	-	-
Employee Related Expenditures	0.8	-	-	-
Subtotal Personal Services and ERE	**0.8**	**-**	**-**	**-**
Professional & Outside Services	-	-	-	-
Travel In-State	-	-	-	-
Travel Out-Of-State	-	-	-	-
Food	-	-	-	-
Aid To Organizations & Individuals	-	-	-	-
Other Operating Expenditures	0.5	-	-	-
Capital Outlay	-	-	-	-
Capital Equipment	-	-	-	-
Non-Capital Equipment	-	-	-	-
Debt Service	-	-	-	-
Cost Allocation & Indirect Costs	-	-	-	-
Transfers-Out	-	-	-	-
Expenditure Categories Total:	**1.3**	**-**	**-**	**-**
Smart Corridor Highway Trust Fund Total:	**1.3**	**-**	**-**	**-**
Fund: DT6000 State Match Advantage for Rural Transportation (SMART) Fund				
Non-Appropriated				

Program Budget Unit Summary of Expenditure and Budget Request for Selected Funds

Agency: Department of Transportation

	FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program: DTA-2-0 Intermodal Transportation				
Sub Program: DTA-2-2 Construction				
Fund: DT6000 State Match Advantage for Rural Transportation (SMART) Fund				
Personal Services	117.0	-	-	-
Employee Related Expenditures	49.0	-	-	-
Subtotal Personal Services and ERE	**166.0**	**-**	**-**	**-**
Professional & Outside Services	8,110.8	-	-	-
Travel In-State	0.2	-	-	-
Travel Out-Of-State	-	-	-	-
Food	-	-	-	-
Aid To Organizations & Individuals	-	-	-	-
Other Operating Expenditures	-	-	-	-
Capital Outlay	177.0	-	-	-
Capital Equipment	-	-	-	-
Non-Capital Equipment	-	-	-	-
Debt Service	-	-	-	-
Cost Allocation & Indirect Costs	-	-	-	-
Transfers-Out	-	-	-	-
Expenditure Categories Total:	**8,454.0**	**-**	**-**	**-**
State Match Advantage for Rural Transportation (SMART) Fund Total:	**8,454.0**	**-**	**-**	**-**
Sub Program Total for Select Funds:	**1,764,636.9**	**94,474.9**	**(776.9)**	**93,698.0**
Sub Program: DTA-2-3 Intermodal Transportation Planning				
Fund: DT2005 State Aviation Fund				
Appropriated				
Personal Services	420.0	565.7	-	565.7
Employee Related Expenditures	158.8	282.0	-	282.0
Subtotal Personal Services and ERE	**578.8**	**847.7**	**-**	**847.7**
Professional & Outside Services	-	-	-	-
Travel In-State	2.9	3.0	-	3.0

Program Budget Unit Summary of Expenditure and Budget Request for Selected Funds

Agency: Department of Transportation

	FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program: DTA-2-0 Intermodal Transportation				
Sub Program: DTA-2-3 Intermodal Transportation Planning				
Fund: DT2005 State Aviation Fund				
Travel Out-Of-State	0.9	1.0	-	1.0
Food	-	-	-	-
Aid To Organizations & Individuals	(0.2)	-	-	-
Other Operating Expenditures	7.9	20.0	-	20.0
Capital Outlay	-	-	-	-
Capital Equipment	-	-	-	-
Non-Capital Equipment	1.2	1.2	-	1.2
Debt Service	-	-	-	-
Cost Allocation & Indirect Costs	-	-	-	-
Transfers-Out	-	-	-	-
Expenditure Categories Total:	**591.6**	**872.9**	**-**	**-**
State Aviation Fund Total:	**591.6**	**872.9**	**-**	**872.9**
Fund: DT2030 State Highway Fund				
Appropriated				
Personal Services	1,623.5	1,766.9	-	1,766.9
Employee Related Expenditures	640.9	1,002.7	-	1,002.7
Subtotal Personal Services and ERE	**2,264.3**	**2,769.6**	**-**	**2,769.6**
Professional & Outside Services	-	-	-	-
Travel In-State	5.5	4.0	-	4.0
Travel Out-Of-State	7.6	6.0	-	6.0
Food	-	-	-	-
Aid To Organizations & Individuals	-	-	-	-
Other Operating Expenditures	120.6	188.9	-	188.9
Capital Outlay	-	-	-	-
Capital Equipment	-	-	-	-
Non-Capital Equipment	1.0	2.3	-	2.3
Debt Service	-	-	-	-
Cost Allocation & Indirect Costs	-	-	-	-
Transfers-Out	-	-	-	-

Program Budget Unit Summary of Expenditure and Budget Request for Selected Funds

Agency: Department of Transportation

		FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program:	**DTA-2-0 Intermodal Transportation**				
Sub Program:	**DTA-2-3 Intermodal Transportation Planning**				
Fund:	**DT2030 State Highway Fund**				
Expenditure Categories Total:		**2,399.1**	**2,970.8**	**-**	**-**
Non-Appropriated					
Personal Services		3,682.0	-	-	-
Employee Related Expenditures		1,498.7	-	-	-
Subtotal Personal Services and ERE		**5,180.7**	**-**	**-**	**-**
Professional & Outside Services		10,843.9	-	-	-
Travel In-State		(354.1)	-	-	-
Travel Out-Of-State		39.7	-	-	-
Food		-	-	-	-
Aid To Organizations & Individuals		-	-	-	-
Other Operating Expenditures		1,942.9	-	-	-
Capital Outlay		-	-	-	-
Capital Equipment		21.9	-	-	-
Non-Capital Equipment		(96.7)	-	-	-
Debt Service		-	-	-	-
Cost Allocation & Indirect Costs		-	-	-	-
Transfers-Out		1,350.2	-	-	-
Expenditure Categories Total:		**18,928.5**	**-**	**-**	**-**
State Highway Fund Total:		**21,327.5**	**2,970.8**	**-**	**2,970.8**
Fund:	**DT2097 ADOT Federal Programs Fund**				
Non-Appropriated					
Personal Services		784.9	-	-	-
Employee Related Expenditures		324.2	-	-	-
Subtotal Personal Services and ERE		**1,109.1**	**-**	**-**	**-**
Professional & Outside Services		902.9	-	-	-
Travel In-State		392.0	-	-	-
Travel Out-Of-State		16.7	-	-	-

Program Budget Unit Summary of Expenditure and Budget Request for Selected Funds

Agency: Department of Transportation

	FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program: DTA-2-0 Intermodal Transportation				
Sub Program: DTA-2-3 Intermodal Transportation Planning				
Fund: DT2097 ADOT Federal Programs Fund				
Food	-	-	-	-
Aid To Organizations & Individuals	25,749.3	-	-	-
Other Operating Expenditures	153.2	-	-	-
Capital Outlay	-	-	-	-
Capital Equipment	-	-	-	-
Non-Capital Equipment	0.4	-	-	-
Debt Service	-	-	-	-
Cost Allocation & Indirect Costs	-	-	-	-
Transfers-Out	-	-	-	-
Expenditure Categories Total:	**28,323.6**	**-**	**-**	**-**
ADOT Federal Programs Fund Total:	**28,323.6**	**-**	**-**	**-**
Fund: DT2226 Air Quality Fund				
Appropriated				
Personal Services	271.3	488.3	19.0	507.3
Employee Related Expenditures	114.9	171.8	7.4	179.2
Subtotal Personal Services and ERE	**386.2**	**660.1**	**26.4**	**686.5**
Professional & Outside Services	225.0	209.8	-	209.8
Travel In-State	0.3	0.4	-	0.4
Travel Out-Of-State	4.0	4.0	-	4.0
Food	-	-	-	-
Aid To Organizations & Individuals	-	-	-	-
Other Operating Expenditures	0.1	-	3.5	3.5
Capital Outlay	-	-	-	-
Capital Equipment	-	-	-	-
Non-Capital Equipment	0.1	-	-	-
Debt Service	-	-	-	-
Cost Allocation & Indirect Costs	236.2	-	-	-
Transfers-Out	-	-	-	-

Program Budget Unit Summary of Expenditure and Budget Request for Selected Funds

Agency: Department of Transportation

	FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program: DTA-2-0 Intermodal Transportation				
Sub Program: DTA-2-3 Intermodal Transportation Planning				
Fund: DT2226 Air Quality Fund				
Expenditure Categories Total:	**851.9**	**874.3**	**29.9**	**29.9**
Air Quality Fund Total:	**851.9**	**874.3**	**29.9**	**904.2**
Fund: DT2244 Economic Strength Project Fund				
Non-Appropriated				
Personal Services	-	-	-	-
Employee Related Expenditures	-	-	-	-
Subtotal Personal Services and ERE	-	-	-	-
Professional & Outside Services	-	-	-	-
Travel In-State	-	-	-	-
Travel Out-Of-State	-	-	-	-
Food	-	-	-	-
Aid To Organizations & Individuals	1,914.6	-	-	-
Other Operating Expenditures	-	-	-	-
Capital Outlay	-	-	-	-
Capital Equipment	-	-	-	-
Non-Capital Equipment	-	-	-	-
Debt Service	-	-	-	-
Cost Allocation & Indirect Costs	-	-	-	-
Transfers-Out	-	-	-	-
Expenditure Categories Total:	**1,914.6**	**-**	**-**	**-**
Economic Strength Project Fund Total:	**1,914.6**	**-**	**-**	**-**
Fund: DT3701 Local Agency Deposits Fund				
Non-Appropriated				
Personal Services	20.1	-	-	-
Employee Related Expenditures	7.3	-	-	-
Subtotal Personal Services and ERE	**27.4**	**-**	**-**	**-**
Professional & Outside Services	1,596.9	-	-	-

Program Budget Unit Summary of Expenditure and Budget Request for Selected Funds

Agency: Department of Transportation

	FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program: DTA-2-0 Intermodal Transportation				
Sub Program: DTA-2-3 Intermodal Transportation Planning				
Fund: DT3701 Local Agency Deposits Fund				
Travel In-State	-	-	-	-
Travel Out-Of-State	-	-	-	-
Food	-	-	-	-
Aid To Organizations & Individuals	35,645.5	-	-	-
Other Operating Expenditures	0.0	-	-	-
Capital Outlay	-	-	-	-
Capital Equipment	-	-	-	-
Non-Capital Equipment	-	-	-	-
Debt Service	-	-	-	-
Cost Allocation & Indirect Costs	-	-	-	-
Transfers-Out	978.6	-	-	-
Expenditure Categories Total:	**38,248.4**	**-**	**-**	**-**
Local Agency Deposits Fund Total:	**38,248.4**	**-**	**-**	**-**
Fund: DT6000 State Match Advantage for Rural Transportation (SMART) Fund				
Non-Appropriated				
Personal Services	30.3	-	-	-
Employee Related Expenditures	12.5	-	-	-
Subtotal Personal Services and ERE	**42.8**	**-**	**-**	**-**
Professional & Outside Services	33.5	-	-	-
Travel In-State	0.0	-	-	-
Travel Out-Of-State	-	-	-	-
Food	-	-	-	-
Aid To Organizations & Individuals	827.1	-	-	-
Other Operating Expenditures	-	-	-	-
Capital Outlay	-	-	-	-
Capital Equipment	-	-	-	-
Non-Capital Equipment	-	-	-	-
Debt Service	-	-	-	-
Cost Allocation & Indirect Costs	-	-	-	-

Program Budget Unit Summary of Expenditure and Budget Request for Selected Funds

Agency: Department of Transportation

	FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program: DTA-2-0 Intermodal Transportation				
Sub Program: DTA-2-3 Intermodal Transportation Planning				
Fund: DT6000 State Match Advantage for Rural Transportation (SMART) Fund				
Transfers-Out	-	-	-	-
Expenditure Categories Total:	**903.5**	**-**	**-**	**-**
State Match Advantage for Rural Transportation (SMART) Fund Total:	**903.5**	**-**	**-**	**-**
Sub Program Total for Select Funds:	**92,161.0**	**4,718.0**	**29.9**	**4,747.9**
Sub Program: DTA-2-4 SLI Vehicles and Heavy Equipment				
Fund: DT2071 ADOT Fleet Operations Fund				
Appropriated				
Personal Services	10,510.7	10,872.6	-	10,872.6
Employee Related Expenditures	5,018.9	5,901.7	-	5,901.7
Subtotal Personal Services and ERE	**15,529.6**	**16,774.3**	**-**	**16,774.3**
Professional & Outside Services	382.7	425.0	-	425.0
Travel In-State	67.6	50.0	-	50.0
Travel Out-Of-State	8.5	5.0	-	5.0
Food	-	-	-	-
Aid To Organizations & Individuals	-	-	-	-
Other Operating Expenditures	7,162.0	9,574.6	-	9,574.6
Capital Outlay	0.8	-	-	-
Capital Equipment	405.4	450.0	-	450.0
Non-Capital Equipment	114.3	100.0	-	100.0
Debt Service	-	-	-	-
Cost Allocation & Indirect Costs	-	-	-	-
Transfers-Out	-	-	-	-
Expenditure Categories Total:	**23,671.0**	**27,378.9**	**-**	**-**
Non-Appropriated				
Personal Services	-	-	-	-

Program Budget Unit Summary of Expenditure and Budget Request for Selected Funds

Agency: Department of Transportation

	FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program: DTA-2-0 Intermodal Transportation				
Sub Program: DTA-2-4 SLI Vehicles and Heavy Equipment				
Fund: DT2071 ADOT Fleet Operations Fund				
Employee Related Expenditures	-	-	-	-
Subtotal Personal Services and ERE	-	-	-	-
Professional & Outside Services	-	-	-	-
Travel In-State	-	-	-	-
Travel Out-Of-State	-	-	-	-
Food	-	-	-	-
Aid To Organizations & Individuals	-	-	-	-
Other Operating Expenditures	0.4	-	-	-
Capital Outlay	-	-	-	-
Capital Equipment	-	-	-	-
Non-Capital Equipment	-	-	-	-
Debt Service	-	-	-	-
Cost Allocation & Indirect Costs	-	-	-	-
Transfers-Out	-	-	-	-
Expenditure Categories Total:	**0.4**	**-**	**-**	**-**
ADOT Fleet Operations Fund Total:	**23,671.4**	**27,378.9**	**-**	**27,378.9**
Sub Program Total for Select Funds:	**23,671.4**	**27,378.9**	**-**	**27,378.9**
Sub Program: DTA-2-5 SLI ADOT fleet vehicles and heavy equipment maintenance contingency				
Fund: DT2071 ADOT Fleet Operations Fund				
Appropriated				
Personal Services	-	-	-	-
Employee Related Expenditures	-	-	-	-
Subtotal Personal Services and ERE	-	-	-	-
Professional & Outside Services	-	-	-	-
Travel In-State	-	-	-	-
Travel Out-Of-State	-	-	-	-
Food	-	-	-	-

Program Budget Unit Summary of Expenditure and Budget Request for Selected Funds

Agency: Department of Transportation

	FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program: DTA-2-0 Intermodal Transportation				
Sub Program: DTA-2-5 SLI ADOT fleet vehicles and heavy equipment maintenance contingency				
Fund: DT2071 ADOT Fleet Operations Fund				
Aid To Organizations & Individuals	-	-	-	-
Other Operating Expenditures	385.6	1,000.0	295.1	1,295.1
Capital Outlay	-	-	-	-
Capital Equipment	-	-	-	-
Non-Capital Equipment	-	-	-	-
Debt Service	-	-	-	-
Cost Allocation & Indirect Costs	-	-	-	-
Transfers-Out	-	-	-	-
Expenditure Categories Total:	**385.6**	**1,000.0**	**295.1**	**295.1**
ADOT Fleet Operations Fund Total:	**385.6**	**1,000.0**	**295.1**	**1,295.1**
Sub Program Total for Select Funds:	**385.6**	**1,000.0**	**295.1**	**1,295.1**
Sub Program: DTA-2-6 SLI Construction Management System Replacement				
Fund: DT2030 State Highway Fund				
Appropriated				
Personal Services	-	-	-	-
Employee Related Expenditures	-	-	-	-
Subtotal Personal Services and ERE	-	-	-	-
Professional & Outside Services	-	-	-	-
Travel In-State	-	-	-	-
Travel Out-Of-State	-	-	-	-
Food	-	-	-	-
Aid To Organizations & Individuals	-	-	-	-
Other Operating Expenditures	3,314.3	6,844.6	(5,322.1)	1,522.5
Capital Outlay	-	-	-	-
Capital Equipment	-	-	-	-
Non-Capital Equipment	-	-	-	-
Debt Service	-	-	-	-

Program Budget Unit Summary of Expenditure and Budget Request for Selected Funds

Agency: Department of Transportation

	FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program: DTA-2-0 Intermodal Transportation				
Sub Program: DTA-2-6 SLI Construction Management System Replacement				
Fund: DT2030 State Highway Fund				
Cost Allocation & Indirect Costs	-	-	-	-
Transfers-Out	-	-	-	-
Expenditure Categories Total:	**3,314.3**	**6,844.6**	**(5,322.1)**	**(5,322.1)**
State Highway Fund Total:	**3,314.3**	**6,844.6**	**(5,322.1)**	**1,522.5**
Sub Program Total for Select Funds:	**3,314.3**	**6,844.6**	**(5,322.1)**	**1,522.5**
Sub Program: DTA-2-7 SLI Livestock Control and Wildlife Crossing				
Fund: DT2030 State Highway Fund				
Appropriated				
Personal Services	61.3	100.0	-	100.0
Employee Related Expenditures	33.5	50.4	-	50.4
Subtotal Personal Services and ERE	**94.8**	**150.4**	**-**	**150.4**
Professional & Outside Services	-	-	-	-
Travel In-State	-	-	-	-
Travel Out-Of-State	-	-	-	-
Food	-	-	-	-
Aid To Organizations & Individuals	-	-	-	-
Other Operating Expenditures	336.6	1,349.6	-	1,349.6
Capital Outlay	-	-	-	-
Capital Equipment	-	-	-	-
Non-Capital Equipment	-	-	-	-
Debt Service	-	-	-	-
Cost Allocation & Indirect Costs	-	-	-	-
Transfers-Out	-	-	-	-
Expenditure Categories Total:	**431.4**	**1,500.0**	**-**	**-**
State Highway Fund Total:	**431.4**	**1,500.0**	**-**	**1,500.0**

Program Budget Unit Summary of Expenditure and Budget Request for Selected Funds

Agency: Department of Transportation

	FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program: DTA-2-0 Intermodal Transportation				
Sub Program: DTA-2-7 SLI Livestock Control and Wildlife Crossing				
Sub Program Total for Select Funds:	**431.4**	**1,500.0**	**-**	**1,500.0**
Sub Program: DTA-2-8 SLI Highway Damage Recovery Account				
Fund: DT2044 Highway Damage Recovery Account Fund				
Appropriated				
Personal Services	-	-	-	-
Employee Related Expenditures	-	-	-	-
Subtotal Personal Services and ERE	-	-	-	-
Professional & Outside Services	-	-	-	-
Travel In-State	-	-	-	-
Travel Out-Of-State	-	-	-	-
Food	-	-	-	-
Aid To Organizations & Individuals	-	-	-	-
Other Operating Expenditures	7,080.0	7,999.0	-	7,999.0
Capital Outlay	-	-	-	-
Capital Equipment	-	-	-	-
Non-Capital Equipment	-	-	-	-
Debt Service	-	-	-	-
Cost Allocation & Indirect Costs	-	-	-	-
Transfers-Out	-	-	-	-
Expenditure Categories Total:	**7,080.0**	**7,999.0**	**-**	**-**
Highway Damage Recovery Account Fund Total:	**7,080.0**	**7,999.0**	**-**	**7,999.0**
Sub Program Total for Select Funds:	**7,080.0**	**7,999.0**	**-**	**7,999.0**
Sub Program: DTA-2-11 SLI Preventative Surface Treatments				
Fund: DT2030 State Highway Fund				
Appropriated				
Personal Services	628.1	751.7	-	751.7

Program Budget Unit Summary of Expenditure and Budget Request for Selected Funds

Agency: Department of Transportation

	FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program: DTA-2-0 Intermodal Transportation				
Sub Program: DTA-2-11 SLI Preventative Surface Treatments				
Fund: DT2030 State Highway Fund				
Employee Related Expenditures	241.2	305.8	-	305.8
Subtotal Personal Services and ERE	**869.3**	**1,057.5**	**-**	**1,057.5**
Professional & Outside Services	-	-	-	-
Travel In-State	-	-	-	-
Travel Out-Of-State	-	-	-	-
Food	-	-	-	-
Aid To Organizations & Individuals	-	-	-	-
Other Operating Expenditures	27,879.8	35,084.5	(860.5)	34,224.0
Capital Outlay	-	-	-	-
Capital Equipment	-	-	-	-
Non-Capital Equipment	-	-	-	-
Debt Service	-	-	-	-
Cost Allocation & Indirect Costs	-	-	-	-
Transfers-Out	-	-	-	-
Expenditure Categories Total:	**28,749.1**	**36,142.0**	**(860.5)**	**(860.5)**
State Highway Fund Total:	**28,749.1**	**36,142.0**	**(860.5)**	**35,281.5**
Sub Program Total for Select Funds:	**28,749.1**	**36,142.0**	**(860.5)**	**35,281.5**
Sub Program: DTA-2-13 SLI Targeted Statewide Litter Removal				
Fund: DT2030 State Highway Fund				
Appropriated				
Personal Services	-	-	-	-
Employee Related Expenditures	-	-	-	-
Subtotal Personal Services and ERE	**-**	**-**	**-**	**-**
Professional & Outside Services	-	-	-	-
Travel In-State	-	-	-	-
Travel Out-Of-State	-	-	-	-
Food	-	-	-	-

Program Budget Unit Summary of Expenditure and Budget Request for Selected Funds

Agency: Department of Transportation

	FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program: DTA-2-0 Intermodal Transportation				
Sub Program: DTA-2-13 SLI Targeted Statewide Litter Removal				
Fund: DT2030 State Highway Fund				
Aid To Organizations & Individuals	-	-	-	-
Other Operating Expenditures	2,927.8	3,106.8	-	3,106.8
Capital Outlay	-	-	-	-
Capital Equipment	-	-	-	-
Non-Capital Equipment	-	-	-	-
Debt Service	-	-	-	-
Cost Allocation & Indirect Costs	-	-	-	-
Transfers-Out	-	-	-	-
Expenditure Categories Total:	**2,927.8**	**3,106.8**	**-**	**-**
State Highway Fund Total:	**2,927.8**	**3,106.8**	**-**	**3,106.8**
Sub Program Total for Select Funds:	**2,927.8**	**3,106.8**	**-**	**3,106.8**
Sub Program: DTA-2-14 SLI Radio Lifecycle Replacement				
Fund: DT2030 State Highway Fund				
Appropriated				
Personal Services	-	-	-	-
Employee Related Expenditures	-	-	-	-
Subtotal Personal Services and ERE	**-**	**-**	**-**	**-**
Professional & Outside Services	-	-	-	-
Travel In-State	-	-	-	-
Travel Out-Of-State	-	-	-	-
Food	-	-	-	-
Aid To Organizations & Individuals	-	-	-	-
Other Operating Expenditures	29.5	29.5	-	29.5
Capital Outlay	-	-	-	-
Capital Equipment	1,598.8	1,626.6	-	1,626.6
Non-Capital Equipment	-	-	-	-
Debt Service	-	-	-	-

Program Budget Unit Summary of Expenditure and Budget Request for Selected Funds

Agency:	Department of Transportation

			FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program:	**DTA-2-0**	**Intermodal Transportation**				
Sub Program:	**DTA-2-14**	**SLI Radio Lifecycle Replacement**				
Fund:	**DT2030**	**State Highway Fund**				
Cost Allocation & Indirect Costs			-	-	-	-
Transfers-Out			-	-	-	-
Expenditure Categories Total:			**1,628.3**	**1,656.1**	**-**	**-**
State Highway Fund Total:			**1,628.3**	**1,656.1**	**-**	**1,656.1**
Sub Program Total for Select Funds:			**1,628.3**	**1,656.1**	**-**	**1,656.1**

Program Budget Unit Summary of Expenditure and Budget Request for Selected Funds

Agency: Department of Transportation

	FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program: DTA-3-0 Motor Vehicle				
Fund: DT2030 State Highway Fund				
Appropriated				
Personal Services	51,554.5	52,598.3	470.3	53,068.6
Employee Related Expenditures	26,317.9	29,946.8	229.1	30,175.9
Subtotal Personal Services and ERE	**77,872.4**	**82,545.1**	**699.4**	**83,244.5**
Professional & Outside Services	1,251.7	1,201.2	-	1,201.2
Travel In-State	358.3	389.7	-	389.7
Travel Out-Of-State	27.7	20.4	-	20.4
Food	4.2	0.8	-	0.8
Aid To Organizations & Individuals	-	-	-	-
Other Operating Expenditures	27,621.5	29,054.4	1,050.2	30,104.6
Capital Outlay	6.7	39.2	-	39.2
Capital Equipment	1,352.1	1,323.9	284.7	1,608.6
Non-Capital Equipment	858.9	603.3	183.1	786.4
Debt Service	-	-	-	-
Cost Allocation & Indirect Costs	-	-	-	-
Transfers-Out	(798.7)	-	-	-
Expenditure Categories Total:	**108,554.8**	**115,178.0**	**2,217.4**	**117,395.4**
Non-Appropriated				
Personal Services	1,170.0	-	-	-
Employee Related Expenditures	570.5	-	-	-
Subtotal Personal Services and ERE	**1,740.5**	**-**	**-**	**-**
Professional & Outside Services	171.0	-	-	-
Travel In-State	18.7	-	-	-
Travel Out-Of-State	20.2	-	-	-
Food	-	-	-	-
Aid To Organizations & Individuals	-	-	-	-
Other Operating Expenditures	11,505.2	8,900.0	-	8,900.0
Capital Outlay	-	-	-	-
Capital Equipment	93.3	-	-	-
Non-Capital Equipment	28.6	-	-	-
Debt Service	-	-	-	-

Program Budget Unit Summary of Expenditure and Budget Request for Selected Funds

Agency: Department of Transportation

	FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program: DTA-3-0 Motor Vehicle				
Fund: DT2030 State Highway Fund				
Cost Allocation & Indirect Costs	-	-	-	-
Transfers-Out	-	-	-	-
Expenditure Categories Total:	**13,577.5**	**8,900.0**	**-**	**8,900.0**
State Highway Fund Total:	**122,132.3**	**124,078.0**	**2,217.4**	**126,295.4**
Fund: DT2150 Abandoned Vehicles Administration Fund				
Non-Appropriated				
Personal Services	-	-	-	-
Employee Related Expenditures	-	-	-	-
Subtotal Personal Services and ERE	**-**	**-**	**-**	**-**
Professional & Outside Services	-	-	-	-
Travel In-State	-	-	-	-
Travel Out-Of-State	-	-	-	-
Food	-	-	-	-
Aid To Organizations & Individuals	-	-	-	-
Other Operating Expenditures	1,022.2	1,200.0	-	1,200.0
Capital Outlay	-	-	-	-
Capital Equipment	-	-	-	-
Non-Capital Equipment	-	-	-	-
Debt Service	-	-	-	-
Cost Allocation & Indirect Costs	-	-	-	-
Transfers-Out	-	-	-	-
Expenditure Categories Total:	**1,022.2**	**1,200.0**	**-**	**1,200.0**
Abandoned Vehicles Administration Fund Total:	**1,022.2**	**1,200.0**	**-**	**1,200.0**
Fund: DT2208 Ignition Interlock Device Fund				
Appropriated				
Personal Services	206.6	235.1	-	235.1
Employee Related Expenditures	103.1	112.0	-	112.0

Program Budget Unit Summary of Expenditure and Budget Request for Selected Funds

Agency: Department of Transportation

	FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program: DTA-3-0 Motor Vehicle				
Fund: DT2208 Ignition Interlock Device Fund				
Subtotal Personal Services and ERE	**309.6**	**347.1**	**-**	**347.1**
Professional & Outside Services	-	-	-	-
Travel In-State	-	-	-	-
Travel Out-Of-State	1.5	-	-	-
Food	-	-	-	-
Aid To Organizations & Individuals	-	-	-	-
Other Operating Expenditures	63.3	3.5	-	3.5
Capital Outlay	-	-	-	-
Capital Equipment	-	-	-	-
Non-Capital Equipment	-	-	-	-
Debt Service	-	-	-	-
Cost Allocation & Indirect Costs	-	-	-	-
Transfers-Out	-	-	-	-
Expenditure Categories Total:	**374.4**	**350.6**	**-**	**350.6**
Ignition Interlock Device Fund Total:	**374.4**	**350.6**	**-**	**350.6**
Fund: DT2272 Vehicle Inspection and Certificate of Title Enforcement Fund				
Appropriated				
Personal Services	1,117.8	1,124.2	-	1,124.2
Employee Related Expenditures	506.8	716.9	-	716.9
Subtotal Personal Services and ERE	**1,624.6**	**1,841.1**	**-**	**1,841.1**
Professional & Outside Services	-	-	-	-
Travel In-State	0.5	-	-	-
Travel Out-Of-State	-	-	-	-
Food	-	-	-	-
Aid To Organizations & Individuals	-	-	-	-
Other Operating Expenditures	30.0	45.2	-	45.2
Capital Outlay	4.1	-	-	-
Capital Equipment	-	-	-	-
Non-Capital Equipment	5.2	-	-	-
Debt Service	-	-	-	-
Cost Allocation & Indirect Costs	-	-	-	-

Program Budget Unit Summary of Expenditure and Budget Request for Selected Funds

Agency: Department of Transportation

	FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program: DTA-3-0 Motor Vehicle				
Fund: DT2272 Vehicle Inspection and Certificate of Title Enforcement Fund				
Transfers-Out	-	-	-	-
Expenditure Categories Total:	**1,664.4**	**1,886.3**	**-**	**1,886.3**
Vehicle Inspection and Certificate of Title Enforcement Fund Total:	**1,664.4**	**1,886.3**	**-**	**1,886.3**
Fund: DT2285 Motor Vehicle Liability Insurance Enforcement Fund				
Appropriated				
Personal Services	928.8	962.1	-	962.1
Employee Related Expenditures	448.2	551.9	-	551.9
Subtotal Personal Services and ERE	**1,377.0**	**1,514.0**	**-**	**1,514.0**
Professional & Outside Services	-	-	62.4	62.4
Travel In-State	0.3	-	-	-
Travel Out-Of-State	-	-	-	-
Food	-	-	-	-
Aid To Organizations & Individuals	-	-	-	-
Other Operating Expenditures	214.4	163.5	-	163.5
Capital Outlay	-	-	-	-
Capital Equipment	-	-	2,462.0	2,462.0
Non-Capital Equipment	7.4	-	-	-
Debt Service	-	-	-	-
Cost Allocation & Indirect Costs	-	-	-	-
Transfers-Out	-	-	-	-
Expenditure Categories Total:	**1,599.1**	**1,677.5**	**2,524.4**	**4,201.9**
Motor Vehicle Liability Insurance Enforcement Fund Total:	**1,599.1**	**1,677.5**	**2,524.4**	**4,201.9**
Fund: DT2500 IGA and ISA Fund				
Non-Appropriated				
Personal Services	-	-	-	-
Employee Related Expenditures	-	-	-	-

Program Budget Unit Summary of Expenditure and Budget Request for Selected Funds

Agency: Department of Transportation

	FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program: DTA-3-0 Motor Vehicle				
Fund: DT2500 IGA and ISA Fund				
Subtotal Personal Services and ERE	-	-	-	-
Professional & Outside Services	1,853.1	-	-	-
Travel In-State	-	-	-	-
Travel Out-Of-State	-	-	-	-
Food	-	-	-	-
Aid To Organizations & Individuals	-	-	-	-
Other Operating Expenditures	4.8	-	-	-
Capital Outlay	-	-	-	-
Capital Equipment	-	-	-	-
Non-Capital Equipment	37.4	-	-	-
Debt Service	-	-	-	-
Cost Allocation & Indirect Costs	-	-	-	-
Transfers-Out	-	-	-	-
Expenditure Categories Total:	**1,895.3**	**-**	**-**	**-**
IGA and ISA Fund Total:	**1,895.3**	**-**	**-**	**-**
Fund: DT2650 Statewide Special Plates Fund				
Non-Appropriated				
Personal Services	-	-	-	-
Employee Related Expenditures	-	-	-	-
Subtotal Personal Services and ERE	-	-	-	-
Professional & Outside Services	-	-	-	-
Travel In-State	-	-	-	-
Travel Out-Of-State	-	-	-	-
Food	-	-	-	-
Aid To Organizations & Individuals	8,120.8	-	-	-
Other Operating Expenditures	-	-	-	-
Capital Outlay	-	-	-	-
Capital Equipment	-	-	-	-
Non-Capital Equipment	-	-	-	-
Debt Service	-	-	-	-
Cost Allocation & Indirect Costs	-	-	-	-

Program Budget Unit Summary of Expenditure and Budget Request for Selected Funds

Agency: Department of Transportation

	FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program: DTA-3-0 Motor Vehicle				
Fund: DT2650 Statewide Special Plates Fund				
Transfers-Out	-	-	-	-
Expenditure Categories Total:	**8,120.8**	**-**	**-**	**-**
Statewide Special Plates Fund Total:	**8,120.8**	**-**	**-**	**-**
Fund: DT3113 Highway User Revenue Fund				
Appropriated				
Personal Services	479.9	485.7	-	485.7
Employee Related Expenditures	246.5	326.9	-	326.9
Subtotal Personal Services and ERE	**726.4**	**812.6**	**-**	**812.6**
Professional & Outside Services	-	-	-	-
Travel In-State	2.7	3.0	-	3.0
Travel Out-Of-State	-	2.0	-	2.0
Food	-	-	-	-
Aid To Organizations & Individuals	-	-	-	-
Other Operating Expenditures	80.5	39.1	-	39.1
Capital Outlay	-	-	-	-
Capital Equipment	-	-	-	-
Non-Capital Equipment	-	1.2	-	1.2
Debt Service	-	-	-	-
Cost Allocation & Indirect Costs	-	-	-	-
Transfers-Out	-	-	-	-
Expenditure Categories Total:	**809.5**	**857.9**	**-**	**857.9**
Highway User Revenue Fund Total:	**809.5**	**857.9**	**-**	**857.9**
Program Total for Select Funds:	**137,618.0**	**130,050.3**	**4,741.8**	**134,792.1**
Sub Program: DTA-3-1 Customer Services				
Fund: DT2030 State Highway Fund				
Appropriated				

Program Budget Unit Summary of Expenditure and Budget Request for Selected Funds

Agency: Department of Transportation

	FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program: DTA-3-0 Motor Vehicle				
Sub Program: DTA-3-1 Customer Services				
Fund: DT2030 State Highway Fund				
Personal Services	36,609.7	36,221.4	-	36,221.4
Employee Related Expenditures	19,187.1	21,539.4	-	21,539.4
Subtotal Personal Services and ERE	**55,796.9**	**57,760.8**	**-**	**57,760.8**
Professional & Outside Services	1,071.0	1,200.0	-	1,200.0
Travel In-State	164.6	192.0	-	192.0
Travel Out-Of-State	15.8	9.6	-	9.6
Food	3.4	-	-	-
Aid To Organizations & Individuals	-	-	-	-
Other Operating Expenditures	24,299.3	25,111.5	603.2	25,714.7
Capital Outlay	4.1	36.0	-	36.0
Capital Equipment	-	36.0	-	36.0
Non-Capital Equipment	127.3	-	-	-
Debt Service	-	-	-	-
Cost Allocation & Indirect Costs	-	-	-	-
Transfers-Out	-	-	-	-
Expenditure Categories Total:	**81,482.4**	**84,345.9**	**603.2**	**603.2**
Non-Appropriated				
Personal Services	163.1	-	-	-
Employee Related Expenditures	41.7	-	-	-
Subtotal Personal Services and ERE	**204.9**	**-**	**-**	**-**
Professional & Outside Services	171.0	-	-	-
Travel In-State	-	-	-	-
Travel Out-Of-State	(2.2)	-	-	-
Food	-	-	-	-
Aid To Organizations & Individuals	-	-	-	-
Other Operating Expenditures	11,078.2	8,900.0	-	8,900.0
Capital Outlay	-	-	-	-
Capital Equipment	-	-	-	-
Non-Capital Equipment	-	-	-	-
Debt Service	-	-	-	-
Cost Allocation & Indirect Costs	-	-	-	-

Program Budget Unit Summary of Expenditure and Budget Request for Selected Funds

Agency: Department of Transportation

	FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program: DTA-3-0 Motor Vehicle				
Sub Program: DTA-3-1 Customer Services				
Fund: DT2030 State Highway Fund				
Transfers-Out	-	-	-	-
Expenditure Categories Total:	**11,451.9**	**8,900.0**	**-**	**-**
State Highway Fund Total:	**92,934.3**	**93,245.9**	**603.2**	**93,849.1**
Fund: DT2150 Abandoned Vehicles Administration Fund				
Non-Appropriated				
Personal Services	-	-	-	-
Employee Related Expenditures	-	-	-	-
Subtotal Personal Services and ERE	**-**	**-**	**-**	**-**
Professional & Outside Services	-	-	-	-
Travel In-State	-	-	-	-
Travel Out-Of-State	-	-	-	-
Food	-	-	-	-
Aid To Organizations & Individuals	-	-	-	-
Other Operating Expenditures	1,022.2	1,200.0	-	1,200.0
Capital Outlay	-	-	-	-
Capital Equipment	-	-	-	-
Non-Capital Equipment	-	-	-	-
Debt Service	-	-	-	-
Cost Allocation & Indirect Costs	-	-	-	-
Transfers-Out	-	-	-	-
Expenditure Categories Total:	**1,022.2**	**1,200.0**	**-**	**-**
Abandoned Vehicles Administration Fund Total:	**1,022.2**	**1,200.0**	**-**	**1,200.0**
Fund: DT2208 Ignition Interlock Device Fund				
Appropriated				
Personal Services	206.6	235.1	-	235.1

Program Budget Unit Summary of Expenditure and Budget Request for Selected Funds

Agency: Department of Transportation

	FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program: DTA-3-0 Motor Vehicle				
Sub Program: DTA-3-1 Customer Services				
Fund: DT2208 Ignition Interlock Device Fund				
Employee Related Expenditures	103.1	112.0	-	112.0
Subtotal Personal Services and ERE	**309.6**	**347.1**	**-**	**347.1**
Professional & Outside Services	-	-	-	-
Travel In-State	-	-	-	-
Travel Out-Of-State	1.5	-	-	-
Food	-	-	-	-
Aid To Organizations & Individuals	-	-	-	-
Other Operating Expenditures	63.3	3.5	-	3.5
Capital Outlay	-	-	-	-
Capital Equipment	-	-	-	-
Non-Capital Equipment	-	-	-	-
Debt Service	-	-	-	-
Cost Allocation & Indirect Costs	-	-	-	-
Transfers-Out	-	-	-	-
Expenditure Categories Total:	**374.4**	**350.6**	**-**	**-**
Ignition Interlock Device Fund Total:	**374.4**	**350.6**	**-**	**350.6**
Fund: DT2285 Motor Vehicle Liability Insurance Enforcement Fund				
Appropriated				
Personal Services	236.2	275.7	-	275.7
Employee Related Expenditures	102.8	178.2	-	178.2
Subtotal Personal Services and ERE	**339.0**	**453.9**	**-**	**453.9**
Professional & Outside Services	-	-	-	-
Travel In-State	-	-	-	-
Travel Out-Of-State	-	-	-	-
Food	-	-	-	-
Aid To Organizations & Individuals	-	-	-	-
Other Operating Expenditures	165.3	103.9	-	103.9
Capital Outlay	-	-	-	-
Capital Equipment	-	-	-	-

Program Budget Unit Summary of Expenditure and Budget Request for Selected Funds

Agency: Department of Transportation

	FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program: DTA-3-0 Motor Vehicle				
Sub Program: DTA-3-1 Customer Services				
Fund: DT2285 Motor Vehicle Liability Insurance Enforcement Fund				
Non-Capital Equipment	-	-	-	-
Debt Service	-	-	-	-
Cost Allocation & Indirect Costs	-	-	-	-
Transfers-Out	-	-	-	-
Expenditure Categories Total:	**504.2**	**557.8**	**-**	**-**
Motor Vehicle Liability Insurance Enforcement Fund Total:	**504.2**	**557.8**	**-**	**557.8**
Fund: DT2500 IGA and ISA Fund				
Non-Appropriated				
Personal Services	-	-	-	-
Employee Related Expenditures	-	-	-	-
Subtotal Personal Services and ERE	**-**	**-**	**-**	**-**
Professional & Outside Services	1,853.1	-	-	-
Travel In-State	-	-	-	-
Travel Out-Of-State	-	-	-	-
Food	-	-	-	-
Aid To Organizations & Individuals	-	-	-	-
Other Operating Expenditures	-	-	-	-
Capital Outlay	-	-	-	-
Capital Equipment	-	-	-	-
Non-Capital Equipment	-	-	-	-
Debt Service	-	-	-	-
Cost Allocation & Indirect Costs	-	-	-	-
Transfers-Out	-	-	-	-
Expenditure Categories Total:	**1,853.1**	**-**	**-**	**-**
IGA and ISA Fund Total:	**1,853.1**	**-**	**-**	**-**
Fund: DT2650 Statewide Special Plates Fund				

Program Budget Unit Summary of Expenditure and Budget Request for Selected Funds

Agency: Department of Transportation

	FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program: DTA-3-0 Motor Vehicle				
Sub Program: DTA-3-1 Customer Services				
Fund: DT2650 Statewide Special Plates Fund				
Non-Appropriated				
Personal Services	-	-	-	-
Employee Related Expenditures	-	-	-	-
Subtotal Personal Services and ERE	-	-	-	-
Professional & Outside Services	-	-	-	-
Travel In-State	-	-	-	-
Travel Out-Of-State	-	-	-	-
Food	-	-	-	-
Aid To Organizations & Individuals	8,120.8	-	-	-
Other Operating Expenditures	-	-	-	-
Capital Outlay	-	-	-	-
Capital Equipment	-	-	-	-
Non-Capital Equipment	-	-	-	-
Debt Service	-	-	-	-
Cost Allocation & Indirect Costs	-	-	-	-
Transfers-Out	-	-	-	-
Expenditure Categories Total:	**8,120.8**	**-**	**-**	**-**
Statewide Special Plates Fund Total:	**8,120.8**	**-**	**-**	**-**
Sub Program Total for Select Funds:	**104,809.0**	**95,354.3**	**603.2**	**95,957.5**
Sub Program: DTA-3-2 Motor Vehicle Enforcement Services				
Fund: DT2030 State Highway Fund				
Appropriated				
Personal Services	13,995.2	15,386.6	470.3	15,856.9
Employee Related Expenditures	6,698.2	7,749.1	229.1	7,978.2
Subtotal Personal Services and ERE	**20,693.4**	**23,135.7**	**699.4**	**23,835.1**
Professional & Outside Services	180.7	1.2	-	1.2
Travel In-State	193.7	197.7	-	197.7

Program Budget Unit Summary of Expenditure and Budget Request for Selected Funds

Agency: Department of Transportation

	FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program: DTA-3-0 Motor Vehicle				
Sub Program: DTA-3-2 Motor Vehicle Enforcement Services				
Fund: DT2030 State Highway Fund				
Travel Out-Of-State	10.6	10.8	-	10.8
Food	0.8	0.8	-	0.8
Aid To Organizations & Individuals	-	-	-	-
Other Operating Expenditures	2,917.6	3,709.0	447.0	4,156.0
Capital Outlay	2.6	3.2	-	3.2
Capital Equipment	1,352.1	1,287.9	284.7	1,572.6
Non-Capital Equipment	713.3	603.3	183.1	786.4
Debt Service	-	-	-	-
Cost Allocation & Indirect Costs	-	-	-	-
Transfers-Out	(798.7)	-	-	-
Expenditure Categories Total:	**25,265.9**	**28,949.6**	**1,614.2**	**1,614.2**
Non-Appropriated				
Personal Services	1,006.9	-	-	-
Employee Related Expenditures	528.7	-	-	-
Subtotal Personal Services and ERE	**1,535.6**	**-**	**-**	**-**
Professional & Outside Services	-	-	-	-
Travel In-State	18.7	-	-	-
Travel Out-Of-State	22.4	-	-	-
Food	-	-	-	-
Aid To Organizations & Individuals	-	-	-	-
Other Operating Expenditures	427.0	-	-	-
Capital Outlay	-	-	-	-
Capital Equipment	93.3	-	-	-
Non-Capital Equipment	28.6	-	-	-
Debt Service	-	-	-	-
Cost Allocation & Indirect Costs	-	-	-	-
Transfers-Out	-	-	-	-
Expenditure Categories Total:	**2,125.6**	**-**	**-**	**-**
State Highway Fund Total:	**27,391.5**	**28,949.6**	**1,614.2**	**30,563.8**

Program Budget Unit Summary of Expenditure and Budget Request for Selected Funds

Agency:	Department of Transportation

			FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program:	**DTA-3-0**	**Motor Vehicle**				
Sub Program:	**DTA-3-2**	**Motor Vehicle Enforcement Services**				
Fund:	**DT2030**	**State Highway Fund**				
Fund:	**DT2272**	**Vehicle Inspection and Certificate of Title Enforcement Fund**				
Appropriated						
Personal Services			1,064.2	1,074.4	-	1,074.4
Employee Related Expenditures			494.8	683.2	-	683.2
Subtotal Personal Services and ERE			**1,559.1**	**1,757.6**	**-**	**1,757.6**
Professional & Outside Services			-	-	-	-
Travel In-State			0.5	-	-	-
Travel Out-Of-State			-	-	-	-
Food			-	-	-	-
Aid To Organizations & Individuals			-	-	-	-
Other Operating Expenditures			11.3	25.0	-	25.0
Capital Outlay			4.1	-	-	-
Capital Equipment			-	-	-	-
Non-Capital Equipment			5.2	-	-	-
Debt Service			-	-	-	-
Cost Allocation & Indirect Costs			-	-	-	-
Transfers-Out			-	-	-	-
Expenditure Categories Total:			**1,580.2**	**1,782.6**	**-**	**-**
Vehicle Inspection and Certificate of Title Enforcement Fund Total:			**1,580.2**	**1,782.6**	**-**	**1,782.6**
Fund:	**DT2285**	**Motor Vehicle Liability Insurance Enforcement Fund**				
Appropriated						
Personal Services			652.9	646.0	-	646.0
Employee Related Expenditures			316.2	339.8	-	339.8
Subtotal Personal Services and ERE			**969.1**	**985.8**	**-**	**985.8**
Professional & Outside Services			-	-	62.4	62.4
Travel In-State			0.3	-	-	-
Travel Out-Of-State			-	-	-	-

Program Budget Unit Summary of Expenditure and Budget Request for Selected Funds

Agency: Department of Transportation

	FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program: DTA-3-0 Motor Vehicle				
Sub Program: DTA-3-2 Motor Vehicle Enforcement Services				
Fund: DT2285 Motor Vehicle Liability Insurance Enforcement Fund				
Food	-	-	-	-
Aid To Organizations & Individuals	-	-	-	-
Other Operating Expenditures	17.2	25.0	-	25.0
Capital Outlay	-	-	-	-
Capital Equipment	-	-	2,462.0	2,462.0
Non-Capital Equipment	7.4	-	-	-
Debt Service	-	-	-	-
Cost Allocation & Indirect Costs	-	-	-	-
Transfers-Out	-	-	-	-
Expenditure Categories Total:	**994.1**	**1,010.8**	**2,524.4**	**2,524.4**
Motor Vehicle Liability Insurance Enforcement Fund Total:	**994.1**	**1,010.8**	**2,524.4**	**3,535.2**
Fund: DT2500 IGA and ISA Fund				
Non-Appropriated				
Personal Services	-	-	-	-
Employee Related Expenditures	-	-	-	-
Subtotal Personal Services and ERE	**-**	**-**	**-**	**-**
Professional & Outside Services	-	-	-	-
Travel In-State	-	-	-	-
Travel Out-Of-State	-	-	-	-
Food	-	-	-	-
Aid To Organizations & Individuals	-	-	-	-
Other Operating Expenditures	4.8	-	-	-
Capital Outlay	-	-	-	-
Capital Equipment	-	-	-	-
Non-Capital Equipment	37.4	-	-	-
Debt Service	-	-	-	-
Cost Allocation & Indirect Costs	-	-	-	-
Transfers-Out	-	-	-	-

Program Budget Unit Summary of Expenditure and Budget Request for Selected Funds

Agency: Department of Transportation

	FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program: DTA-3-0 Motor Vehicle				
Sub Program: DTA-3-2 Motor Vehicle Enforcement Services				
Fund: DT2500 IGA and ISA Fund				
Expenditure Categories Total:	**42.2**	**-**	**-**	**-**
IGA and ISA Fund Total:	**42.2**	**-**	**-**	**-**
Fund: DT3113 Highway User Revenue Fund				
Appropriated				
Personal Services	383.7	369.1	-	369.1
Employee Related Expenditures	197.7	223.9	-	223.9
Subtotal Personal Services and ERE	**581.4**	**593.0**	**-**	**593.0**
Professional & Outside Services	-	-	-	-
Travel In-State	2.6	3.0	-	3.0
Travel Out-Of-State	-	2.0	-	2.0
Food	-	-	-	-
Aid To Organizations & Individuals	-	-	-	-
Other Operating Expenditures	21.7	18.8	-	18.8
Capital Outlay	-	-	-	-
Capital Equipment	-	-	-	-
Non-Capital Equipment	-	1.2	-	1.2
Debt Service	-	-	-	-
Cost Allocation & Indirect Costs	-	-	-	-
Transfers-Out	-	-	-	-
Expenditure Categories Total:	**605.7**	**618.0**	**-**	**-**
Highway User Revenue Fund Total:	**605.7**	**618.0**	**-**	**618.0**
Sub Program Total for Select Funds:	**30,613.7**	**32,361.0**	**4,138.6**	**36,499.6**
Sub Program: DTA-3-5 SLI Authorized Third Parties				
Fund: DT2030 State Highway Fund				

Program Budget Unit Summary of Expenditure and Budget Request for Selected Funds

Agency: Department of Transportation

	FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program: DTA-3-0 Motor Vehicle				
Sub Program: DTA-3-5 SLI Authorized Third Parties				
Fund: DT2030 State Highway Fund				
Appropriated				
Personal Services	949.6	990.3	-	990.3
Employee Related Expenditures	432.6	658.3	-	658.3
Subtotal Personal Services and ERE	**1,382.2**	**1,648.6**	**-**	**1,648.6**
Professional & Outside Services	-	-	-	-
Travel In-State	0.0	-	-	-
Travel Out-Of-State	1.3	-	-	-
Food	-	-	-	-
Aid To Organizations & Individuals	-	-	-	-
Other Operating Expenditures	404.6	233.9	-	233.9
Capital Outlay	-	-	-	-
Capital Equipment	-	-	-	-
Non-Capital Equipment	18.4	-	-	-
Debt Service	-	-	-	-
Cost Allocation & Indirect Costs	-	-	-	-
Transfers-Out	-	-	-	-
Expenditure Categories Total:	**1,806.5**	**1,882.5**	**-**	**-**
State Highway Fund Total:	**1,806.5**	**1,882.5**	**-**	**1,882.5**
Fund: DT2272 Vehicle Inspection and Certificate of Title Enforcement Fund				
Appropriated				
Personal Services	53.6	49.8	-	49.8
Employee Related Expenditures	11.9	33.7	-	33.7
Subtotal Personal Services and ERE	**65.5**	**83.5**	**-**	**83.5**
Professional & Outside Services	-	-	-	-
Travel In-State	-	-	-	-
Travel Out-Of-State	-	-	-	-
Food	-	-	-	-
Aid To Organizations & Individuals	-	-	-	-
Other Operating Expenditures	18.7	20.2	-	20.2
Capital Outlay	-	-	-	-

Program Budget Unit Summary of Expenditure and Budget Request for Selected Funds

Agency: Department of Transportation

	FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program: DTA-3-0 Motor Vehicle				
Sub Program: DTA-3-5 SLI Authorized Third Parties				
Fund: DT2272 Vehicle Inspection and Certificate of Title Enforcement Fund				
Capital Equipment	-	-	-	-
Non-Capital Equipment	-	-	-	-
Debt Service	-	-	-	-
Cost Allocation & Indirect Costs	-	-	-	-
Transfers-Out	-	-	-	-
Expenditure Categories Total:	**84.2**	**103.7**	**-**	**-**
Vehicle Inspection and Certificate of Title Enforcement Fund Total:	**84.2**	**103.7**	**-**	**103.7**
Fund: DT2285 Motor Vehicle Liability Insurance Enforcement Fund				
Appropriated				
Personal Services	39.7	40.4	-	40.4
Employee Related Expenditures	29.2	33.9	-	33.9
Subtotal Personal Services and ERE	**68.9**	**74.3**	**-**	**74.3**
Professional & Outside Services	-	-	-	-
Travel In-State	-	-	-	-
Travel Out-Of-State	-	-	-	-
Food	-	-	-	-
Aid To Organizations & Individuals	-	-	-	-
Other Operating Expenditures	31.9	34.6	-	34.6
Capital Outlay	-	-	-	-
Capital Equipment	-	-	-	-
Non-Capital Equipment	-	-	-	-
Debt Service	-	-	-	-
Cost Allocation & Indirect Costs	-	-	-	-
Transfers-Out	-	-	-	-
Expenditure Categories Total:	**100.8**	**108.9**	**-**	**-**
Motor Vehicle Liability Insurance Enforcement Fund Total:	**100.8**	**108.9**	**-**	**108.9**

Program Budget Unit Summary of Expenditure and Budget Request for Selected Funds

Agency:		**Department of Transportation**

			FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program:	**DTA-3-0**	**Motor Vehicle**				
Sub Program:	**DTA-3-5**	**SLI Authorized Third Parties**				
Fund:	**DT2285**	**Motor Vehicle Liability Insurance Enforcement Fund**				
Fund:	**DT3113**	**Highway User Revenue Fund**				
Appropriated						
Personal Services			96.2	116.6	-	116.6
Employee Related Expenditures			48.8	103.0	-	103.0
Subtotal Personal Services and ERE			**145.0**	**219.6**	**-**	**219.6**
Professional & Outside Services			-	-	-	-
Travel In-State			0.1	-	-	-
Travel Out-Of-State			-	-	-	-
Food			-	-	-	-
Aid To Organizations & Individuals			-	-	-	-
Other Operating Expenditures			58.8	20.3	-	20.3
Capital Outlay			-	-	-	-
Capital Equipment			-	-	-	-
Non-Capital Equipment			-	-	-	-
Debt Service			-	-	-	-
Cost Allocation & Indirect Costs			-	-	-	-
Transfers-Out			-	-	-	-
Expenditure Categories Total:			**203.8**	**239.9**	**-**	**-**
Highway User Revenue Fund Total:			**203.8**	**239.9**	**-**	**239.9**
Sub Program Total for Select Funds:			**2,195.3**	**2,335.0**	**-**	**2,335.0**

Program Budget Unit Summary of Expenditure and Budget Request for Selected Funds

Agency: Department of Transportation

	FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program: DTA-4-0 State Motor Vehicle Fleet				
Fund: DT4071 State Fleet Operations Fund				
Appropriated				
Personal Services	548.8	1,676.0	-	1,676.0
Employee Related Expenditures	316.6	942.6	-	942.6
Subtotal Personal Services and ERE	**865.4**	**2,618.6**	**-**	**2,618.6**
Professional & Outside Services	-	-	-	-
Travel In-State	-	-	-	-
Travel Out-Of-State	-	-	-	-
Food	-	-	-	-
Aid To Organizations & Individuals	-	-	-	-
Other Operating Expenditures	22,152.2	32,956.0	(4,200.0)	28,756.0
Capital Outlay	-	-	-	-
Capital Equipment	-	-	-	-
Non-Capital Equipment	-	-	-	-
Debt Service	-	-	-	-
Cost Allocation & Indirect Costs	1,200.0	1,400.0	-	1,400.0
Transfers-Out	-	-	-	-
Expenditure Categories Total:	**24,217.6**	**36,974.6**	**(4,200.0)**	**32,774.6**
State Fleet Operations Fund Total:	**24,217.6**	**36,974.6**	**(4,200.0)**	**32,774.6**
Fund: DT4072 State Fleet Vehicle Replacement Fund				
Appropriated				
Personal Services	-	-	-	-
Employee Related Expenditures	-	-	-	-
Subtotal Personal Services and ERE	**-**	**-**	**-**	**-**
Professional & Outside Services	-	-	-	-
Travel In-State	-	-	-	-
Travel Out-Of-State	-	-	-	-
Food	-	-	-	-
Aid To Organizations & Individuals	-	-	-	-
Other Operating Expenditures	6.7	-	-	-
Capital Outlay	-	-	-	-

Program Budget Unit Summary of Expenditure and Budget Request for Selected Funds

Agency: Department of Transportation

	FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program: DTA-4-0 State Motor Vehicle Fleet				
Fund: DT4072 State Fleet Vehicle Replacement Fund				
Capital Equipment	14,855.7	13,611.3	(3,409.1)	10,202.2
Non-Capital Equipment	7.3	-	-	-
Debt Service	-	-	-	-
Cost Allocation & Indirect Costs	-	-	-	-
Transfers-Out	(369.0)	-	-	-
Expenditure Categories Total:	**14,500.7**	**13,611.3**	**(3,409.1)**	**10,202.2**
State Fleet Vehicle Replacement Fund Total:	**14,500.7**	**13,611.3**	**(3,409.1)**	**10,202.2**
Program Total for Select Funds:	**38,718.3**	**50,585.9**	**(7,609.1)**	**42,976.8**
Sub Program: DTA-4-2 SLI State Fleet Operations				
Fund: DT4071 State Fleet Operations Fund				
Appropriated				
Personal Services	548.8	1,676.0	-	1,676.0
Employee Related Expenditures	316.6	942.6	-	942.6
Subtotal Personal Services and ERE	**865.4**	**2,618.6**	**-**	**2,618.6**
Professional & Outside Services	-	-	-	-
Travel In-State	-	-	-	-
Travel Out-Of-State	-	-	-	-
Food	-	-	-	-
Aid To Organizations & Individuals	-	-	-	-
Other Operating Expenditures	22,152.2	32,956.0	(4,200.0)	28,756.0
Capital Outlay	-	-	-	-
Capital Equipment	-	-	-	-
Non-Capital Equipment	-	-	-	-
Debt Service	-	-	-	-
Cost Allocation & Indirect Costs	1,200.0	1,400.0	-	1,400.0
Transfers-Out	-	-	-	-
Expenditure Categories Total:	**24,217.6**	**36,974.6**	**(4,200.0)**	**(4,200.0)**

Program Budget Unit Summary of Expenditure and Budget Request for Selected Funds

Agency: Department of Transportation

	FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program: DTA-4-0 State Motor Vehicle Fleet				
Sub Program: DTA-4-2 SLI State Fleet Operations				
Fund: DT4071 State Fleet Operations Fund				
State Fleet Operations Fund Total:	**24,217.6**	**36,974.6**	**(4,200.0)**	**32,774.6**
Sub Program Total for Select Funds:	**24,217.6**	**36,974.6**	**(4,200.0)**	**32,774.6**
Sub Program: DTA-4-3 SLI State Fleet Vehicle Replacement				
Fund: DT4072 State Fleet Vehicle Replacement Fund				
Appropriated				
Personal Services	-	-	-	-
Employee Related Expenditures	-	-	-	-
Subtotal Personal Services and ERE	**-**	**-**	**-**	**-**
Professional & Outside Services	-	-	-	-
Travel In-State	-	-	-	-
Travel Out-Of-State	-	-	-	-
Food	-	-	-	-
Aid To Organizations & Individuals	-	-	-	-
Other Operating Expenditures	6.7	-	-	-
Capital Outlay	-	-	-	-
Capital Equipment	14,855.7	13,611.3	(3,409.1)	10,202.2
Non-Capital Equipment	7.3	-	-	-
Debt Service	-	-	-	-
Cost Allocation & Indirect Costs	-	-	-	-
Transfers-Out	(369.0)	-	-	-
Expenditure Categories Total:	**14,500.7**	**13,611.3**	**(3,409.1)**	**(3,409.1)**
State Fleet Vehicle Replacement Fund Total:	**14,500.7**	**13,611.3**	**(3,409.1)**	**10,202.2**
Sub Program Total for Select Funds:	**14,500.7**	**13,611.3**	**(3,409.1)**	**10,202.2**

Program Summary of Expenditure and Budget Request

Agency: Department of Transportation

Program: Administration

Program Summary		FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
DTA-1-1	Director's Office/Transportation Board	3,656.0	3,083.4	-	3,083.4
DTA-1-12	SLI Spaying and Neutering of Animals Fund Deposit	500.0	-	-	-
DTA-1-2	Transportation Support Services	1,541,956.9	89,674.2	6,849.8	96,524.0
DTA-1-3	Arizona Highways Magazine	4,687.0	5,330.3	-	5,330.3
DTA-1-4	SLI Attorney General Legal Services	3,940.4	3,940.4	909.6	4,850.0
DTA-1-9	SLI ADOT Fleet Replacement	19,080.5	22,400.0	-	22,400.0
	Administration Summary Total:	**1,573,820.8**	**124,428.3**	**7,759.4**	**132,187.7**

Expenditure Categories					
FTE	FTE	703.5	758.0	-	758.0
6000	Personal Services	56,498.7	60,463.9	-	60,463.9
6100	Employee Related Expenditures	24,086.0	26,911.1	-	26,911.1
	Subtotal Personal Services and ERE	**80,584.7**	**87,375.0**	**-**	**87,375.0**
6200	Professional & Outside Services	25,976.2	8,094.2	3,088.2	11,182.4
6500	Travel In-State	170.3	102.8	-	102.8
6600	Travel Out-Of-State	114.6	68.4	-	68.4
6700	Food	-	-	-	-
6800	Aid To Organizations & Individuals	988,933.0	-	-	-
7000	Other Operating Expenditures	71,827.7	68,805.7	4,665.2	73,470.9
8100	Capital Outlay	23.4	18.1	-	18.1
8400	Capital Equipment	19,701.6	21,801.5	-	21,801.5
8500	Non-Capital Equipment	2,349.9	1,496.9	6.0	1,502.9
8600	Debt Service	337,629.1	-	-	-
9000	Cost Allocation & Indirect Costs	(9,458.0)	(63,800.0)	-	(63,800.0)
9100	Transfers-Out	55,968.2	465.7	-	465.7
	Expenditure Categories Total:	**1,573,820.8**	**124,428.3**	**7,759.4**	**132,187.7**

Fund Source					
Appropriated Funds					
AA1000	General Fund (Appropriated)	500.0	-	-	-
DT2005	State Aviation Fund (Appropriated)	1,732.2	1,799.0	552.6	2,351.6
DT2030	State Highway Fund (Appropriated)	99,364.9	112,146.1	7,206.8	119,352.9
DT2226	Air Quality Fund (Appropriated)	158.2	-	-	-

Program Summary of Expenditure and Budget Request

Agency: Department of Transportation

Program: Administration

		FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Appropriated Funds					
DT2272	Vehicle Inspection and Certificate of Title Enforcement Fund (Appropriated)	0.8	1.4	-	1.4
DT2285	Motor Vehicle Liability Insurance Enforcement Fund (Appropriated)	0.6	564.3	-	564.3
DT3113	Highway User Revenue Fund (Appropriated)	2.3	3.6	-	3.6
DT4071	State Fleet Operations Fund (Appropriated)	-	1,409.5	-	1,409.5
	Appropriated Funds Total:	**101,758.9**	**115,923.9**	**7,759.4**	**123,683.3**
Non-Appropriated Funds					
DT2005	State Aviation Fund (Non-Appropriated)	12,061.8	-	-	-
DT2029	Regional Area Road Fund - Maricopa County (Non-Appropriated)	75,463.7	-	-	-
DT2030	State Highway Fund (Non-Appropriated)	51,818.5	2,827.9	-	2,827.9
DT2031	Arizona Highways Magazine Fund (Non-Appropriated)	4,687.0	5,330.3	-	5,330.3
DT2097	ADOT Federal Programs Fund (Non-Appropriated)	146.9	-	-	-
DT2266	Cash Deposits Fund (Non-Appropriated)	0.2	-	-	-
DT2449	Employee Recognition Fund (Non-Appropriated)	1.1	13.0	-	13.0
DT2463	Grant Anticipation Notes Fund (Non-Appropriated)	59,941.0	-	-	-
DT2479	Regional Area Road Fund - Maricopa (Non-Appropriated)	12,750.9	-	-	-
DT2500	IGA and ISA Fund (Non-Appropriated)	292.8	333.2	-	333.2
DT2985	ADOT Coronavirus State and Local Fiscal Recovery Fund (Non-Appropriated)	2,598.0	-	-	-
DT3113	Highway User Revenue Fund (Non-Appropriated)	912,521.0	-	-	-
DT3701	Local Agency Deposits Fund (Non-Appropriated)	492.9	-	-	-
DT5004	State Highway Fund Bonds Debt Service Fund (Non-Appropriated)	332,159.8	-	-	-
DT5008	Regional Area Road Fund Debt Service Fund (Non-Appropriated)	413.5	-	-	-
DT5906	Smart Corridor Highway Trust Fund (Non-Appropriated)	-	-	-	-
DT6000	State Match Advantage for Rural Transportation (SMART) Fund (Non-Appropriated)	6,712.9	-	-	-

Program Summary of Expenditure and Budget Request

Agency:	**Department of Transportation**
Program:	**Administration**

	FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Non-Appropriated Funds				
Non-Appropriated Funds Total:	**1,472,061.9**	**8,504.4**	**-**	**8,504.4**
Administration Summary Total:	**1,573,820.8**	**124,428.3**	**7,759.4**	**132,187.7**

Program Summary of Expenditure and Budget Request

Agency: Department of Transportation

Program: Intermodal Transportation

Program Summary		FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
DTA-2-1	SLI Highway Maintenance	168,467.0	176,174.5	4,549.3	180,723.8
DTA-2-11	SLI Preventative Surface Treatments	28,749.1	36,142.0	(860.5)	35,281.5
DTA-2-13	SLI Targeted Statewide Litter Removal	2,927.8	3,106.8	-	3,106.8
DTA-2-14	SLI Radio Lifecycle Replacement	1,628.3	1,656.1	-	1,656.1
DTA-2-2	Construction	1,764,636.9	94,474.9	(776.9)	93,698.0
DTA-2-3	Intermodal Transportation Planning	92,161.0	4,718.0	29.9	4,747.9
DTA-2-4	SLI Vehicles and Heavy Equipment	23,671.4	27,378.9	-	27,378.9
DTA-2-5	SLI ADOT fleet vehicles and heavy equipment maintenance contingency	385.6	1,000.0	295.1	1,295.1
DTA-2-6	SLI Construction Management System Replacement	3,314.3	6,844.6	(5,322.1)	1,522.5
DTA-2-7	SLI Livestock Control and Wildlife Crossing	431.4	1,500.0	-	1,500.0
DTA-2-8	SLI Highway Damage Recovery Account	7,080.0	7,999.0	-	7,999.0
	Intermodal Transportation Summary Total:	**2,093,453.0**	**360,994.8**	**(2,085.3)**	**358,909.5**

Expenditure Categories					
FTE	FTE	1,806.0	1,885.0	3.0	1,888.0
6000	Personal Services	125,386.6	103,251.6	144.0	103,395.6
6100	Employee Related Expenditures	57,845.7	52,847.1	66.3	52,913.4
	Subtotal Personal Services and ERE	**183,232.3**	**156,098.7**	**210.3**	**156,309.0**
6200	Professional & Outside Services	202,624.4	2,727.1	-	2,727.1
6500	Travel In-State	988.4	589.3	-	589.3
6600	Travel Out-Of-State	165.6	91.0	-	91.0
6700	Food	7.0	-	-	-
6800	Aid To Organizations & Individuals	114,615.8	-	-	-
7000	Other Operating Expenditures	163,151.8	197,367.1	(2,465.6)	194,901.5
8100	Capital Outlay	1,415,139.8	-	-	-
8400	Capital Equipment	4,575.2	3,490.6	170.0	3,660.6
8500	Non-Capital Equipment	3,623.8	631.0	-	631.0
8600	Debt Service	-	-	-	-
9000	Cost Allocation & Indirect Costs	236.2	-	-	-
9100	Transfers-Out	5,092.8	-	-	-
	Expenditure Categories Total:	**2,093,453.0**	**360,994.8**	**(2,085.3)**	**358,909.5**

Fund Source

Program Summary of Expenditure and Budget Request

Agency: Department of Transportation

Program: Intermodal Transportation

		FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Appropriated Funds					
DT2005	State Aviation Fund (Appropriated)	591.6	872.9	-	872.9
DT2030	State Highway Fund (Appropriated)	259,872.6	322,617.7	(2,410.2)	320,207.5
DT2044	Highway Damage Recovery Account Fund (Appropriated)	7,080.0	7,999.0	-	7,999.0
DT2071	ADOT Fleet Operations Fund (Appropriated)	24,056.6	28,378.9	295.1	28,674.0
DT2226	Air Quality Fund (Appropriated)	851.9	874.3	29.9	904.2
	Appropriated Funds Total:	**292,452.6**	**360,742.8**	**(2,085.3)**	**358,657.5**
Non-Appropriated Funds					
DT2029	Regional Area Road Fund - Maricopa County (Non-Appropriated)	598,274.7	-	-	-
DT2030	State Highway Fund (Non-Appropriated)	760,887.9	252.0	-	252.0
DT2071	ADOT Fleet Operations Fund (Non-Appropriated)	0.4	-	-	-
DT2097	ADOT Federal Programs Fund (Non-Appropriated)	28,323.6	-	-	-
DT2244	Economic Strength Project Fund (Non-Appropriated)	1,914.6	-	-	-
DT2479	Regional Area Road Fund - Maricopa (Non-Appropriated)	35.0	-	-	-
DT2985	ADOT Coronavirus State and Local Fiscal Recovery Fund (Non-Appropriated)	37,918.1	-	-	-
DT3701	Local Agency Deposits Fund (Non-Appropriated)	178,939.3	-	-	-
DT3737	Highway Properties Fund (Non-Appropriated)	0.0	-	-	-
DT5004	State Highway Fund Bonds Debt Service Fund (Non-Appropriated)	185,348.0	-	-	-
DT5906	Smart Corridor Highway Trust Fund (Non-Appropriated)	1.3	-	-	-
DT6000	State Match Advantage for Rural Transportation (SMART) Fund (Non-Appropriated)	9,357.5	-	-	-
	Non-Appropriated Funds Total:	**1,801,000.4**	**252.0**	**-**	**252.0**
	Intermodal Transportation Summary Total:	**2,093,453.0**	**360,994.8**	**(2,085.3)**	**358,909.5**

Program Summary of Expenditure and Budget Request

Agency: Department of Transportation

Program: Motor Vehicle

Program Summary		FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
DTA-3-1	Customer Services	104,809.0	95,354.3	603.2	95,957.5
DTA-3-2	Motor Vehicle Enforcement Services	30,613.7	32,361.0	4,138.6	36,499.6
DTA-3-5	SLI Authorized Third Parties	2,195.3	2,335.0	-	2,335.0
	Motor Vehicle Summary Total:	**137,618.0**	**130,050.3**	**4,741.8**	**134,792.1**
Expenditure Categories					
FTE	FTE	1,107.0	1,147.0	8.0	1,155.0
6000	Personal Services	55,457.6	55,405.4	470.3	55,875.7
6100	Employee Related Expenditures	28,192.9	31,654.5	229.1	31,883.6
	Subtotal Personal Services and ERE	**83,650.5**	**87,059.9**	**699.4**	**87,759.3**
6200	Professional & Outside Services	3,275.7	1,201.2	62.4	1,263.6
6500	Travel In-State	380.5	392.7	-	392.7
6600	Travel Out-Of-State	49.4	22.4	-	22.4
6700	Food	4.2	0.8	-	0.8
6800	Aid To Organizations & Individuals	8,120.8	-	-	-
7000	Other Operating Expenditures	40,541.9	39,405.7	1,050.2	40,455.9
8100	Capital Outlay	10.8	39.2	-	39.2
8400	Capital Equipment	1,445.4	1,323.9	2,746.7	4,070.6
8500	Non-Capital Equipment	937.5	604.5	183.1	787.6
8600	Debt Service	-	-	-	-
9000	Cost Allocation & Indirect Costs	-	-	-	-
9100	Transfers-Out	(798.7)	-	-	-
	Expenditure Categories Total:	**137,618.0**	**130,050.3**	**4,741.8**	**134,792.1**
Fund Source					
Appropriated Funds					
DT2030	State Highway Fund (Appropriated)	108,554.8	115,178.0	2,217.4	117,395.4
DT2208	Ignition Interlock Device Fund (Appropriated)	374.4	350.6	-	350.6
DT2272	Vehicle Inspection and Certificate of Title Enforcement Fund (Appropriated)	1,664.4	1,886.3	-	1,886.3
DT2285	Motor Vehicle Liability Insurance Enforcement Fund (Appropriated)	1,599.1	1,677.5	2,524.4	4,201.9
DT3113	Highway User Revenue Fund (Appropriated)	809.5	857.9	-	857.9
	Appropriated Funds Total:	**113,002.3**	**119,950.3**	**4,741.8**	**124,692.1**

Program Summary of Expenditure and Budget Request

Agency: Department of Transportation

Program: Motor Vehicle

		FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Non-Appropriated Funds					
DT2030	State Highway Fund (Non-Appropriated)	13,577.5	8,900.0	-	8,900.0
DT2150	Abandoned Vehicles Administration Fund (Non-Appropriated)	1,022.2	1,200.0	-	1,200.0
DT2500	IGA and ISA Fund (Non-Appropriated)	1,895.3	-	-	-
DT2650	Statewide Special Plates Fund (Non-Appropriated)	8,120.8	-	-	-
	Non-Appropriated Funds Total:	**24,615.8**	**10,100.0**	**-**	**10,100.0**
	Motor Vehicle Summary Total:	**137,618.0**	**130,050.3**	**4,741.8**	**134,792.1**

Program Summary of Expenditure and Budget Request

Agency: Department of Transportation

Program: State Motor Vehicle Fleet

Program Summary		FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
DTA-4-2	SLI State Fleet Operations	24,217.6	36,974.6	(4,200.0)	32,774.6
DTA-4-3	SLI State Fleet Vehicle Replacement	14,500.7	13,611.3	(3,409.1)	10,202.2
	State Motor Vehicle Fleet Summary Total:	**38,718.3**	**50,585.9**	**(7,609.1)**	**42,976.8**
Expenditure Categories					
FTE	FTE	10.0	10.0	-	10.0
6000	Personal Services	548.8	1,676.0	-	1,676.0
6100	Employee Related Expenditures	316.6	942.6	-	942.6
	Subtotal Personal Services and ERE	**865.4**	**2,618.6**	**-**	**2,618.6**
6200	Professional & Outside Services	-	-	-	-
6500	Travel In-State	-	-	-	-
6600	Travel Out-Of-State	-	-	-	-
6700	Food	-	-	-	-
6800	Aid To Organizations & Individuals	-	-	-	-
7000	Other Operating Expenditures	22,158.9	32,956.0	(4,200.0)	28,756.0
8100	Capital Outlay	-	-	-	-
8400	Capital Equipment	14,855.7	13,611.3	(3,409.1)	10,202.2
8500	Non-Capital Equipment	7.3	-	-	-
8600	Debt Service	-	-	-	-
9000	Cost Allocation & Indirect Costs	1,200.0	1,400.0	-	1,400.0
9100	Transfers-Out	(369.0)	-	-	-
	Expenditure Categories Total:	**38,718.3**	**50,585.9**	**(7,609.1)**	**42,976.8**
Fund Source					
Appropriated Funds					
DT4071	State Fleet Operations Fund (Appropriated)	24,217.6	36,974.6	(4,200.0)	32,774.6
DT4072	State Fleet Vehicle Replacement Fund (Appropriated)	14,500.7	13,611.3	(3,409.1)	10,202.2
	Appropriated Funds Total:	**38,718.3**	**50,585.9**	**(7,609.1)**	**42,976.8**
	State Motor Vehicle Fleet Summary Total:	**38,718.3**	**50,585.9**	**(7,609.1)**	**42,976.8**

Program Summary of Expenditure and Budget Request for Selected Funds

Agency: Department of Transportation

Program: Administration

Fund: AA1000 General Fund (Appropriated)

Program Expenditures		FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
DTA-1-12	SLI Spaying and Neutering of Animals Fund Deposit	500.0	-	-	-
	General Fund (Appropriated) Summary Total:	**500.0**	**-**	**-**	**-**
Appropriated Funding					
6000	Personal Services	-	-	-	-
6100	Employee Related Expenditures	-	-	-	-
	Subtotal Personal Services and ERE	**-**	**-**	**-**	**-**
6200	Professional & Outside Services	-	-	-	-
6500	Travel In-State	-	-	-	-
6600	Travel Out-Of-State	-	-	-	-
6700	Food	-	-	-	-
6800	Aid To Organizations & Individuals	-	-	-	-
7000	Other Operating Expenditures	500.0	-	-	-
8100	Capital Outlay	-	-	-	-
8400	Capital Equipment	-	-	-	-
8500	Non-Capital Equipment	-	-	-	-
8600	Debt Service	-	-	-	-
9000	Cost Allocation & Indirect Costs	-	-	-	-
9100	Transfers-Out	-	-	-	-
	Expenditure Categories Total:	**500.0**	**-**	**-**	**-**
	Fund AA1000 - A Total:	500.0	-	-	-

Program Summary of Expenditure and Budget Request for Selected Funds

Agency: Department of Transportation

Program: Administration

Fund: DT2005 State Aviation Fund (Appropriated)

Program Expenditures		FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
DTA-1-2	Transportation Support Services	1,732.2	1,799.0	552.6	2,351.6
	State Aviation Fund (Appropriated) Summary Total:	**1,732.2**	**1,799.0**	**552.6**	**2,351.6**
Appropriated Funding					
6000	Personal Services	651.0	761.7	-	761.7
6100	Employee Related Expenditures	337.5	418.4	-	418.4
	Subtotal Personal Services and ERE	**988.5**	**1,180.1**	**-**	**1,180.1**
6200	Professional & Outside Services	59.3	65.0	78.6	143.6
6500	Travel In-State	2.1	1.0	-	1.0
6600	Travel Out-Of-State	0.4	0.5	-	0.5
6700	Food	-	-	-	-
6800	Aid To Organizations & Individuals	-	-	-	-
7000	Other Operating Expenditures	647.8	539.2	468.0	1,007.2
8100	Capital Outlay	1.1	1.2	-	1.2
8400	Capital Equipment	24.1	-	-	-
8500	Non-Capital Equipment	8.9	12.0	6.0	18.0
8600	Debt Service	-	-	-	-
9000	Cost Allocation & Indirect Costs	-	-	-	-
9100	Transfers-Out	-	-	-	-
	Expenditure Categories Total:	**1,732.2**	**1,799.0**	**552.6**	**2,351.6**
	Fund DT2005 - A Total:	1,732.2	1,799.0	552.6	2,351.6

Program Summary of Expenditure and Budget Request for Selected Funds

Agency: Department of Transportation

Program: Administration

Fund: DT2005 State Aviation Fund (Non-Appropriated)

Program Expenditures		FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
DTA-1-2	Transportation Support Services	12,061.8	-	-	-
	State Aviation Fund (Non-Appropriated) Summary Total:	**12,061.8**	**-**	**-**	**-**
Non-Appropriated Funding					
6000	Personal Services	109.8	-	-	-
6100	Employee Related Expenditures	37.2	-	-	-
	Subtotal Personal Services and ERE	**147.1**	**-**	**-**	**-**
6200	Professional & Outside Services	11,759.0	-	-	-
6500	Travel In-State	-	-	-	-
6600	Travel Out-Of-State	-	-	-	-
6700	Food	-	-	-	-
6800	Aid To Organizations & Individuals	-	-	-	-
7000	Other Operating Expenditures	155.7	-	-	-
8100	Capital Outlay	-	-	-	-
8400	Capital Equipment	-	-	-	-
8500	Non-Capital Equipment	-	-	-	-
8600	Debt Service	-	-	-	-
9000	Cost Allocation & Indirect Costs	-	-	-	-
9100	Transfers-Out	-	-	-	-
	Expenditure Categories Total:	**12,061.8**	**-**	**-**	**-**
	Fund DT2005 - N Total:	12,061.8	-	-	-

Program Summary of Expenditure and Budget Request for Selected Funds

Agency: Department of Transportation

Program: Administration

Fund: DT2029 Regional Area Road Fund - Maricopa County (Non-Appropriated)

Program Expenditures		FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
DTA-1-2	Transportation Support Services	75,463.7	-	-	-
	Regional Area Road Fund - Maricopa County (Non-Appropriated) Summary Total:	**75,463.7**	**-**	**-**	**-**
Non-Appropriated Funding					
6000	Personal Services	451.5	-	-	-
6100	Employee Related Expenditures	36.8	-	-	-
	Subtotal Personal Services and ERE	**488.3**	**-**	**-**	**-**
6200	Professional & Outside Services	313.9	-	-	-
6500	Travel In-State	-	-	-	-
6600	Travel Out-Of-State	1.1	-	-	-
6700	Food	-	-	-	-
6800	Aid To Organizations & Individuals	32,821.5	-	-	-
7000	Other Operating Expenditures	3,986.0	-	-	-
8100	Capital Outlay	(56.3)	-	-	-
8400	Capital Equipment	-	-	-	-
8500	Non-Capital Equipment	-	-	-	-
8600	Debt Service	-	-	-	-
9000	Cost Allocation & Indirect Costs	37,909.1	-	-	-
9100	Transfers-Out	-	-	-	-
	Expenditure Categories Total:	**75,463.7**	**-**	**-**	**-**
	Fund DT2029 - N Total:	75,463.7	-	-	-

Program Summary of Expenditure and Budget Request for Selected Funds

Agency: Department of Transportation

Program: Administration

Fund: DT2030 State Highway Fund (Appropriated)

Program Expenditures		FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
DTA-1-1	Director's Office/Transportation Board	3,656.0	3,083.4	-	3,083.4
DTA-1-2	Transportation Support Services	72,687.9	82,722.3	6,297.2	89,019.5
DTA-1-4	SLI Attorney General Legal Services	3,940.4	3,940.4	909.6	4,850.0
DTA-1-9	SLI ADOT Fleet Replacement	19,080.5	22,400.0	-	22,400.0
	State Highway Fund (Appropriated) Summary Total:	**99,364.9**	**112,146.1**	**7,206.8**	**119,352.9**
Appropriated Funding					
6000	Personal Services	46,663.8	57,477.8	-	57,477.8
6100	Employee Related Expenditures	22,439.2	25,626.8	-	25,626.8
	Subtotal Personal Services and ERE	**69,103.0**	**83,104.6**	**-**	**83,104.6**
6200	Professional & Outside Services	7,242.5	7,413.2	3,009.6	10,422.8
6500	Travel In-State	148.3	99.4	-	99.4
6600	Travel Out-Of-State	83.2	67.2	-	67.2
6700	Food	-	-	-	-
6800	Aid To Organizations & Individuals	0.1	-	-	-
7000	Other Operating Expenditures	57,292.4	62,904.7	4,197.2	67,101.9
8100	Capital Outlay	15.5	16.9	-	16.9
8400	Capital Equipment	19,312.2	21,801.5	-	21,801.5
8500	Non-Capital Equipment	2,276.1	1,472.9	-	1,472.9
8600	Debt Service	-	-	-	-
9000	Cost Allocation & Indirect Costs	(57,044.2)	(65,200.0)	-	(65,200.0)
9100	Transfers-Out	935.7	465.7	-	465.7
	Expenditure Categories Total:	**99,364.9**	**112,146.1**	**7,206.8**	**119,352.9**
	Fund DT2030 - A Total:	99,364.9	112,146.1	7,206.8	119,352.9

Program Summary of Expenditure and Budget Request for Selected Funds

Agency: Department of Transportation

Program: Administration

Fund: DT2030 State Highway Fund (Non-Appropriated)

Program Expenditures		FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
DTA-1-2	Transportation Support Services	51,818.5	2,827.9	-	2,827.9
	State Highway Fund (Non-Appropriated) Summary Total:	**51,818.5**	**2,827.9**	**-**	**2,827.9**
Non-Appropriated Funding					
6000	Personal Services	6,057.5	566.7	-	566.7
6100	Employee Related Expenditures	502.1	239.7	-	239.7
	Subtotal Personal Services and ERE	**6,559.6**	**806.4**	**-**	**806.4**
6200	Professional & Outside Services	1,398.3	40.0	-	40.0
6500	Travel In-State	18.8	1.2	-	1.2
6600	Travel Out-Of-State	27.0	-	-	-
6700	Food	-	-	-	-
6800	Aid To Organizations & Individuals	30,459.3	-	-	-
7000	Other Operating Expenditures	6,955.0	1,980.3	-	1,980.3
8100	Capital Outlay	625.3	-	-	-
8400	Capital Equipment	365.4	-	-	-
8500	Non-Capital Equipment	54.2	-	-	-
8600	Debt Service	-	-	-	-
9000	Cost Allocation & Indirect Costs	(10,607.8)	-	-	-
9100	Transfers-Out	15,963.2	-	-	-
	Expenditure Categories Total:	**51,818.5**	**2,827.9**	**-**	**2,827.9**
	Fund DT2030 - N Total:	51,818.5	2,827.9	-	2,827.9

Program Summary of Expenditure and Budget Request for Selected Funds

Agency: Department of Transportation

Program: Administration

Fund: DT2031 Arizona Highways Magazine Fund (Non-Appropriated)

Program Expenditures		FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
DTA-1-3	Arizona Highways Magazine	4,687.0	5,330.3	-	5,330.3
	Arizona Highways Magazine Fund (Non-Appropriated) Summary Total:	**4,687.0**	**5,330.3**	**-**	**5,330.3**
Non-Appropriated Funding					
6000	Personal Services	1,314.3	1,429.8	-	1,429.8
6100	Employee Related Expenditures	533.7	520.9	-	520.9
	Subtotal Personal Services and ERE	**1,848.0**	**1,950.7**	**-**	**1,950.7**
6200	Professional & Outside Services	538.1	576.0	-	576.0
6500	Travel In-State	0.9	1.2	-	1.2
6600	Travel Out-Of-State	2.9	0.7	-	0.7
6700	Food	-	-	-	-
6800	Aid To Organizations & Individuals	-	-	-	-
7000	Other Operating Expenditures	2,286.3	2,789.7	-	2,789.7
8100	Capital Outlay	-	-	-	-
8400	Capital Equipment	-	-	-	-
8500	Non-Capital Equipment	10.7	12.0	-	12.0
8600	Debt Service	-	-	-	-
9000	Cost Allocation & Indirect Costs	-	-	-	-
9100	Transfers-Out	-	-	-	-
	Expenditure Categories Total:	**4,687.0**	**5,330.3**	**-**	**5,330.3**
	Fund DT2031 - N Total:	4,687.0	5,330.3	-	5,330.3

Program Summary of Expenditure and Budget Request for Selected Funds

Agency: Department of Transportation

Program: Administration

Fund: DT2097 ADOT Federal Programs Fund (Non-Appropriated)

Program Expenditures		FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
DTA-1-2	Transportation Support Services	146.9	-	-	-
	ADOT Federal Programs Fund (Non-Appropriated) Summary Total:	**146.9**	**-**	**-**	**-**
Non-Appropriated Funding					
6000	Personal Services	-	-	-	-
6100	Employee Related Expenditures	11.1	-	-	-
	Subtotal Personal Services and ERE	**11.1**	**-**	**-**	**-**
6200	Professional & Outside Services	-	-	-	-
6500	Travel In-State	-	-	-	-
6600	Travel Out-Of-State	-	-	-	-
6700	Food	-	-	-	-
6800	Aid To Organizations & Individuals	-	-	-	-
7000	Other Operating Expenditures	-	-	-	-
8100	Capital Outlay	-	-	-	-
8400	Capital Equipment	-	-	-	-
8500	Non-Capital Equipment	-	-	-	-
8600	Debt Service	-	-	-	-
9000	Cost Allocation & Indirect Costs	135.8	-	-	-
9100	Transfers-Out	-	-	-	-
	Expenditure Categories Total:	**146.9**	**-**	**-**	**-**
	Fund DT2097 - N Total:	146.9	-	-	-

Program Summary of Expenditure and Budget Request for Selected Funds

Agency: Department of Transportation

Program: Administration

Fund: DT2226 Air Quality Fund (Appropriated)

Program Expenditures		FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
DTA-1-2	Transportation Support Services	158.2	-	-	-
	Air Quality Fund (Appropriated) Summary Total:	**158.2**	**-**	**-**	**-**
Appropriated Funding					
6000	Personal Services	100.2	-	-	-
6100	Employee Related Expenditures	57.9	-	-	-
	Subtotal Personal Services and ERE	**158.2**	**-**	**-**	**-**
6200	Professional & Outside Services	-	-	-	-
6500	Travel In-State	-	-	-	-
6600	Travel Out-Of-State	-	-	-	-
6700	Food	-	-	-	-
6800	Aid To Organizations & Individuals	-	-	-	-
7000	Other Operating Expenditures	-	-	-	-
8100	Capital Outlay	-	-	-	-
8400	Capital Equipment	-	-	-	-
8500	Non-Capital Equipment	-	-	-	-
8600	Debt Service	-	-	-	-
9000	Cost Allocation & Indirect Costs	-	-	-	-
9100	Transfers-Out	-	-	-	-
	Expenditure Categories Total:	**158.2**	**-**	**-**	**-**
	Fund DT2226 - A Total:	158.2	-	-	-

Program Summary of Expenditure and Budget Request for Selected Funds

Agency: Department of Transportation

Program: Administration

Fund: DT2266 Cash Deposits Fund (Non-Appropriated)

Program Expenditures		FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
DTA-1-2	Transportation Support Services	0.2	-	-	-
	Cash Deposits Fund (Non-Appropriated) Summary Total:	**0.2**	**-**	**-**	**-**
Non-Appropriated Funding					
6000	Personal Services	-	-	-	-
6100	Employee Related Expenditures	-	-	-	-
	Subtotal Personal Services and ERE	**-**	**-**	**-**	**-**
6200	Professional & Outside Services	-	-	-	-
6500	Travel In-State	0.2	-	-	-
6600	Travel Out-Of-State	-	-	-	-
6700	Food	-	-	-	-
6800	Aid To Organizations & Individuals	-	-	-	-
7000	Other Operating Expenditures	-	-	-	-
8100	Capital Outlay	-	-	-	-
8400	Capital Equipment	-	-	-	-
8500	Non-Capital Equipment	-	-	-	-
8600	Debt Service	-	-	-	-
9000	Cost Allocation & Indirect Costs	-	-	-	-
9100	Transfers-Out	-	-	-	-
	Expenditure Categories Total:	**0.2**	**-**	**-**	**-**
	Fund DT2266 - N Total:	0.2	-	-	-

Program Summary of Expenditure and Budget Request for Selected Funds

Agency: Department of Transportation

Program: Administration

Fund: DT2272 Vehicle Inspection and Certificate of Title Enforcement Fund (Appropriated)

Program Expenditures		FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
DTA-1-2	Transportation Support Services	0.8	1.4	-	1.4
	Vehicle Inspection and Certificate of Title Enforcement Fund (Appropriated) Summary Total:	**0.8**	**1.4**	**-**	**1.4**
Appropriated Funding					
6000	Personal Services	-	-	-	-
6100	Employee Related Expenditures	-	-	-	-
	Subtotal Personal Services and ERE	**-**	**-**	**-**	**-**
6200	Professional & Outside Services	-	-	-	-
6500	Travel In-State	-	-	-	-
6600	Travel Out-Of-State	-	-	-	-
6700	Food	-	-	-	-
6800	Aid To Organizations & Individuals	-	-	-	-
7000	Other Operating Expenditures	0.8	1.4	-	1.4
8100	Capital Outlay	-	-	-	-
8400	Capital Equipment	-	-	-	-
8500	Non-Capital Equipment	-	-	-	-
8600	Debt Service	-	-	-	-
9000	Cost Allocation & Indirect Costs	-	-	-	-
9100	Transfers-Out	-	-	-	-
	Expenditure Categories Total:	**0.8**	**1.4**	**-**	**1.4**
	Fund DT2272 - A Total:	0.8	1.4	-	1.4

Program Summary of Expenditure and Budget Request for Selected Funds

Agency: Department of Transportation

Program: Administration

Fund: DT2285 Motor Vehicle Liability Insurance Enforcement Fund (Appropriated)

Program Expenditures		FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
DTA-1-2	Transportation Support Services	0.6	564.3	-	564.3
	Motor Vehicle Liability Insurance Enforcement Fund (Appropriated) Summary Total:	**0.6**	**564.3**	**-**	**564.3**
Appropriated Funding					
6000	Personal Services	-	-	-	-
6100	Employee Related Expenditures	-	-	-	-
	Subtotal Personal Services and ERE	**-**	**-**	**-**	**-**
6200	Professional & Outside Services	-	-	-	-
6500	Travel In-State	-	-	-	-
6600	Travel Out-Of-State	-	-	-	-
6700	Food	-	-	-	-
6800	Aid To Organizations & Individuals	-	-	-	-
7000	Other Operating Expenditures	0.6	564.3	-	564.3
8100	Capital Outlay	-	-	-	-
8400	Capital Equipment	-	-	-	-
8500	Non-Capital Equipment	-	-	-	-
8600	Debt Service	-	-	-	-
9000	Cost Allocation & Indirect Costs	-	-	-	-
9100	Transfers-Out	-	-	-	-
	Expenditure Categories Total:	**0.6**	**564.3**	**-**	**564.3**
	Fund DT2285 - A Total:	0.6	564.3	-	564.3

Program Summary of Expenditure and Budget Request for Selected Funds

Agency: Department of Transportation

Program: Administration

Fund: DT2449 Employee Recognition Fund (Non-Appropriated)

Program Expenditures		FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
DTA-1-2	Transportation Support Services	1.1	13.0	-	13.0
	Employee Recognition Fund (Non-Appropriated) Summary Total:	**1.1**	**13.0**	**-**	**13.0**

Non-Appropriated Funding					
6000	Personal Services	-	-	-	-
6100	Employee Related Expenditures	-	-	-	-
	Subtotal Personal Services and ERE	**-**	**-**	**-**	**-**
6200	Professional & Outside Services	-	-	-	-
6500	Travel In-State	-	-	-	-
6600	Travel Out-Of-State	-	-	-	-
6700	Food	-	-	-	-
6800	Aid To Organizations & Individuals	-	-	-	-
7000	Other Operating Expenditures	1.1	13.0	-	13.0
8100	Capital Outlay	-	-	-	-
8400	Capital Equipment	-	-	-	-
8500	Non-Capital Equipment	-	-	-	-
8600	Debt Service	-	-	-	-
9000	Cost Allocation & Indirect Costs	-	-	-	-
9100	Transfers-Out	-	-	-	-
	Expenditure Categories Total:	**1.1**	**13.0**	**-**	**13.0**
	Fund DT2449 - N Total:	1.1	13.0	-	13.0

Program Summary of Expenditure and Budget Request for Selected Funds

Agency: Department of Transportation

Program: Administration

Fund: DT2463 Grant Anticipation Notes Fund (Non-Appropriated)

Program Expenditures		FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
DTA-1-2	Transportation Support Services	59,941.0	-	-	-
	Grant Anticipation Notes Fund (Non-Appropriated) Summary Total:	**59,941.0**	**-**	**-**	**-**
Non-Appropriated Funding					
6000	Personal Services	-	-	-	-
6100	Employee Related Expenditures	-	-	-	-
	Subtotal Personal Services and ERE	**-**	**-**	**-**	**-**
6200	Professional & Outside Services	-	-	-	-
6500	Travel In-State	-	-	-	-
6600	Travel Out-Of-State	-	-	-	-
6700	Food	-	-	-	-
6800	Aid To Organizations & Individuals	-	-	-	-
7000	Other Operating Expenditures	-	-	-	-
8100	Capital Outlay	-	-	-	-
8400	Capital Equipment	-	-	-	-
8500	Non-Capital Equipment	-	-	-	-
8600	Debt Service	29,970.5	-	-	-
9000	Cost Allocation & Indirect Costs	-	-	-	-
9100	Transfers-Out	29,970.5	-	-	-
	Expenditure Categories Total:	**59,941.0**	**-**	**-**	**-**
	Fund DT2463 - N Total:	59,941.0	-	-	-

Program Summary of Expenditure and Budget Request for Selected Funds

Agency: Department of Transportation

Program: Administration

Fund: DT2479 Regional Area Road Fund - Maricopa (Non-Appropriated)

Program Expenditures		FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
DTA-1-2	Transportation Support Services	12,750.9	-	-	-
	Regional Area Road Fund - Maricopa (Non-Appropriated) Summary Total:	**12,750.9**	**-**	**-**	**-**
Non-Appropriated Funding					
6000	Personal Services	-	-	-	-
6100	Employee Related Expenditures	-	-	-	-
	Subtotal Personal Services and ERE	**-**	**-**	**-**	**-**
6200	Professional & Outside Services	-	-	-	-
6500	Travel In-State	-	-	-	-
6600	Travel Out-Of-State	-	-	-	-
6700	Food	-	-	-	-
6800	Aid To Organizations & Individuals	12,750.8	-	-	-
7000	Other Operating Expenditures	-	-	-	-
8100	Capital Outlay	-	-	-	-
8400	Capital Equipment	-	-	-	-
8500	Non-Capital Equipment	-	-	-	-
8600	Debt Service	-	-	-	-
9000	Cost Allocation & Indirect Costs	0.1	-	-	-
9100	Transfers-Out	-	-	-	-
	Expenditure Categories Total:	**12,750.9**	**-**	**-**	**-**
	Fund DT2479 - N Total:	12,750.9	-	-	-

Program Summary of Expenditure and Budget Request for Selected Funds

Agency: Department of Transportation

Program: Administration

Fund: DT2500 IGA and ISA Fund (Non-Appropriated)

Program Expenditures		FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
DTA-1-2	Transportation Support Services	292.8	333.2	-	333.2
	IGA and ISA Fund (Non-Appropriated) Summary Total:	**292.8**	**333.2**	**-**	**333.2**
Non-Appropriated Funding					
6000	Personal Services	188.7	227.9	-	227.9
6100	Employee Related Expenditures	103.9	105.3	-	105.3
	Subtotal Personal Services and ERE	**292.6**	**333.2**	**-**	**333.2**
6200	Professional & Outside Services	0.1	-	-	-
6500	Travel In-State	-	-	-	-
6600	Travel Out-Of-State	-	-	-	-
6700	Food	-	-	-	-
6800	Aid To Organizations & Individuals	0.0	-	-	-
7000	Other Operating Expenditures	-	-	-	-
8100	Capital Outlay	-	-	-	-
8400	Capital Equipment	-	-	-	-
8500	Non-Capital Equipment	-	-	-	-
8600	Debt Service	-	-	-	-
9000	Cost Allocation & Indirect Costs	-	-	-	-
9100	Transfers-Out	-	-	-	-
	Expenditure Categories Total:	**292.8**	**333.2**	**-**	**333.2**
	Fund DT2500 - N Total:	292.8	333.2	-	333.2

Program Summary of Expenditure and Budget Request for Selected Funds

Agency: Department of Transportation

Program: Administration

Fund: DT2985 ADOT Coronavirus State and Local Fiscal Recovery Fund (Non-Appropriated)

Program Expenditures		FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
DTA-1-2	Transportation Support Services	2,598.0	-	-	-
	ADOT Coronavirus State and Local Fiscal Recovery Fund (Non-Appropriated) Summary Total:	**2,598.0**	**-**	**-**	**-**
Non-Appropriated Funding					
6000	Personal Services	53.8	-	-	-
6100	Employee Related Expenditures	-	-	-	-
	Subtotal Personal Services and ERE	**53.8**	**-**	**-**	**-**
6200	Professional & Outside Services	-	-	-	-
6500	Travel In-State	-	-	-	-
6600	Travel Out-Of-State	-	-	-	-
6700	Food	-	-	-	-
6800	Aid To Organizations & Individuals	-	-	-	-
7000	Other Operating Expenditures	-	-	-	-
8100	Capital Outlay	-	-	-	-
8400	Capital Equipment	-	-	-	-
8500	Non-Capital Equipment	-	-	-	-
8600	Debt Service	-	-	-	-
9000	Cost Allocation & Indirect Costs	2,544.2	-	-	-
9100	Transfers-Out	-	-	-	-
	Expenditure Categories Total:	**2,598.0**	**-**	**-**	**-**
	Fund DT2985 - N Total:	2,598.0	-	-	-

Program Summary of Expenditure and Budget Request for Selected Funds

Agency: Department of Transportation

Program: Administration

Fund: DT3113 Highway User Revenue Fund (Appropriated)

Program Expenditures		FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
DTA-1-2	Transportation Support Services	2.3	3.6	-	3.6
	Highway User Revenue Fund (Appropriated) Summary Total:	**2.3**	**3.6**	**-**	**3.6**
Appropriated Funding					
6000	Personal Services	-	-	-	-
6100	Employee Related Expenditures	-	-	-	-
	Subtotal Personal Services and ERE	**-**	**-**	**-**	**-**
6200	Professional & Outside Services	-	-	-	-
6500	Travel In-State	-	-	-	-
6600	Travel Out-Of-State	-	-	-	-
6700	Food	-	-	-	-
6800	Aid To Organizations & Individuals	-	-	-	-
7000	Other Operating Expenditures	2.3	3.6	-	3.6
8100	Capital Outlay	-	-	-	-
8400	Capital Equipment	-	-	-	-
8500	Non-Capital Equipment	-	-	-	-
8600	Debt Service	-	-	-	-
9000	Cost Allocation & Indirect Costs	-	-	-	-
9100	Transfers-Out	-	-	-	-
	Expenditure Categories Total:	**2.3**	**3.6**	**-**	**3.6**
	Fund DT3113 - A Total:	2.3	3.6	-	3.6

Program Summary of Expenditure and Budget Request for Selected Funds

Agency: Department of Transportation

Program: Administration

Fund: DT3113 Highway User Revenue Fund (Non-Appropriated)

Program Expenditures		FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
DTA-1-2	Transportation Support Services	912,521.0	-	-	-
	Highway User Revenue Fund (Non-Appropriated) Summary Total:	**912,521.0**	**-**	**-**	**-**
Non-Appropriated Funding					
6000	Personal Services	-	-	-	-
6100	Employee Related Expenditures	-	-	-	-
	Subtotal Personal Services and ERE	**-**	**-**	**-**	**-**
6200	Professional & Outside Services	-	-	-	-
6500	Travel In-State	-	-	-	-
6600	Travel Out-Of-State	-	-	-	-
6700	Food	-	-	-	-
6800	Aid To Organizations & Individuals	912,521.0	-	-	-
7000	Other Operating Expenditures	-	-	-	-
8100	Capital Outlay	-	-	-	-
8400	Capital Equipment	-	-	-	-
8500	Non-Capital Equipment	-	-	-	-
8600	Debt Service	-	-	-	-
9000	Cost Allocation & Indirect Costs	-	-	-	-
9100	Transfers-Out	-	-	-	-
	Expenditure Categories Total:	**912,521.0**	**-**	**-**	**-**
	Fund DT3113 - N Total:	912,521.0	-	-	-

Program Summary of Expenditure and Budget Request for Selected Funds

Agency: Department of Transportation

Program: Administration

Fund: DT3701 Local Agency Deposits Fund (Non-Appropriated)

Program Expenditures		FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
DTA-1-2	Transportation Support Services	492.9	-	-	-
	Local Agency Deposits Fund (Non-Appropriated) Summary Total:	**492.9**	**-**	**-**	**-**
Non-Appropriated Funding					
6000	Personal Services	648.0	-	-	-
6100	Employee Related Expenditures	1.6	-	-	-
	Subtotal Personal Services and ERE	**649.5**	**-**	**-**	**-**
6200	Professional & Outside Services	81.6	-	-	-
6500	Travel In-State	(0.0)	-	-	-
6600	Travel Out-Of-State	-	-	-	-
6700	Food	-	-	-	-
6800	Aid To Organizations & Individuals	380.2	-	-	-
7000	Other Operating Expenditures	0.3	-	-	-
8100	Capital Outlay	(618.6)	-	-	-
8400	Capital Equipment	-	-	-	-
8500	Non-Capital Equipment	-	-	-	-
8600	Debt Service	-	-	-	-
9000	Cost Allocation & Indirect Costs	-	-	-	-
9100	Transfers-Out	-	-	-	-
	Expenditure Categories Total:	**492.9**	**-**	**-**	**-**
	Fund DT3701 - N Total:	492.9	-	-	-

Program Summary of Expenditure and Budget Request for Selected Funds

Agency: Department of Transportation

Program: Administration

Fund: DT4071 State Fleet Operations Fund (Appropriated)

Program Expenditures		FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
DTA-1-2	Transportation Support Services	-	1,409.5	-	1,409.5
	State Fleet Operations Fund (Appropriated) Summary Total:	**-**	**1,409.5**	**-**	**1,409.5**
Appropriated Funding					
6000	Personal Services	-	-	-	-
6100	Employee Related Expenditures	-	-	-	-
	Subtotal Personal Services and ERE	**-**	**-**	**-**	**-**
6200	Professional & Outside Services	-	-	-	-
6500	Travel In-State	-	-	-	-
6600	Travel Out-Of-State	-	-	-	-
6700	Food	-	-	-	-
6800	Aid To Organizations & Individuals	-	-	-	-
7000	Other Operating Expenditures	-	9.5	-	9.5
8100	Capital Outlay	-	-	-	-
8400	Capital Equipment	-	-	-	-
8500	Non-Capital Equipment	-	-	-	-
8600	Debt Service	-	-	-	-
9000	Cost Allocation & Indirect Costs	-	1,400.0	-	1,400.0
9100	Transfers-Out	-	-	-	-
	Expenditure Categories Total:	**-**	**1,409.5**	**-**	**1,409.5**
	Fund DT4071 - A Total:	-	1,409.5	-	1,409.5

Program Summary of Expenditure and Budget Request for Selected Funds

Agency: Department of Transportation

Program: Administration

Fund: DT5004 State Highway Fund Bonds Debt Service Fund (Non-Appropriated)

Program Expenditures		FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
DTA-1-2	Transportation Support Services	332,159.8	-	-	-
	State Highway Fund Bonds Debt Service Fund (Non-Appropriated) Summary Total:	**332,159.8**	**-**	**-**	**-**
Non-Appropriated Funding					
6000	Personal Services	254.3	-	-	-
6100	Employee Related Expenditures	24.9	-	-	-
	Subtotal Personal Services and ERE	**279.3**	**-**	**-**	**-**
6200	Professional & Outside Services	4,639.8	-	-	-
6500	Travel In-State	-	-	-	-
6600	Travel Out-Of-State	-	-	-	-
6700	Food	-	-	-	-
6800	Aid To Organizations & Individuals	-	-	-	-
7000	Other Operating Expenditures	(0.5)	-	-	-
8100	Capital Outlay	-	-	-	-
8400	Capital Equipment	-	-	-	-
8500	Non-Capital Equipment	-	-	-	-
8600	Debt Service	307,658.6	-	-	-
9000	Cost Allocation & Indirect Costs	17,597.4	-	-	-
9100	Transfers-Out	1,985.3	-	-	-
	Expenditure Categories Total:	**332,159.8**	**-**	**-**	**-**
	Fund DT5004 - N Total:	332,159.8	-	-	-

Program Summary of Expenditure and Budget Request for Selected Funds

Agency: Department of Transportation

Program: Administration

Fund: DT5008 Regional Area Road Fund Debt Service Fund (Non-Appropriated)

Program Expenditures		FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
DTA-1-2	Transportation Support Services	413.5	-	-	-
	Regional Area Road Fund Debt Service Fund (Non-Appropriated) Summary Total:	**413.5**	**-**	**-**	**-**

Non-Appropriated Funding					
6000	Personal Services	-	-	-	-
6100	Employee Related Expenditures	-	-	-	-
	Subtotal Personal Services and ERE	**-**	**-**	**-**	**-**
6200	Professional & Outside Services	(56.3)	-	-	-
6500	Travel In-State	-	-	-	-
6600	Travel Out-Of-State	-	-	-	-
6700	Food	-	-	-	-
6800	Aid To Organizations & Individuals	-	-	-	-
7000	Other Operating Expenditures	-	-	-	-
8100	Capital Outlay	56.3	-	-	-
8400	Capital Equipment	-	-	-	-
8500	Non-Capital Equipment	-	-	-	-
8600	Debt Service	-	-	-	-
9000	Cost Allocation & Indirect Costs	-	-	-	-
9100	Transfers-Out	413.5	-	-	-
	Expenditure Categories Total:	**413.5**	**-**	**-**	**-**
	Fund DT5008 - N Total:	413.5	-	-	-

Program Summary of Expenditure and Budget Request for Selected Funds

Agency: Department of Transportation

Program: Administration

Fund: DT5906 Smart Corridor Highway Trust Fund (Non-Appropriated)

Program Expenditures		FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
DTA-1-2	Transportation Support Services	-	-	-	-
	Smart Corridor Highway Trust Fund (Non-Appropriated) Summary Total:	-	-	-	-
Non-Appropriated Funding					
6000	Personal Services	-	-	-	-
6100	Employee Related Expenditures	-	-	-	-
	Subtotal Personal Services and ERE	-	-	-	-
6200	Professional & Outside Services	-	-	-	-
6500	Travel In-State	-	-	-	-
6600	Travel Out-Of-State	-	-	-	-
6700	Food	-	-	-	-
6800	Aid To Organizations & Individuals	-	-	-	-
7000	Other Operating Expenditures	-	-	-	-
8100	Capital Outlay	-	-	-	-
8400	Capital Equipment	-	-	-	-
8500	Non-Capital Equipment	-	-	-	-
8600	Debt Service	-	-	-	-
9000	Cost Allocation & Indirect Costs	-	-	-	-
9100	Transfers-Out	-	-	-	-
	Expenditure Categories Total:	-	-	-	-
	Fund DT5906 - N Total:	-	-	-	-

Program Summary of Expenditure and Budget Request for Selected Funds

Agency: Department of Transportation

Program: Administration

Fund: DT6000 State Match Advantage for Rural Transportation (SMART) Fund (Non-Appropriated)

Program Expenditures		FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
DTA-1-2	Transportation Support Services	6,712.9	-	-	-
	State Match Advantage for Rural Transportation (SMART) Fund (Non-Appropriated) Summary Total:	**6,712.9**	**-**	**-**	**-**
Non-Appropriated Funding					
6000	Personal Services	5.6	-	-	-
6100	Employee Related Expenditures	-	-	-	-
	Subtotal Personal Services and ERE	**5.6**	**-**	**-**	**-**
6200	Professional & Outside Services	-	-	-	-
6500	Travel In-State	-	-	-	-
6600	Travel Out-Of-State	-	-	-	-
6700	Food	-	-	-	-
6800	Aid To Organizations & Individuals	-	-	-	-
7000	Other Operating Expenditures	-	-	-	-
8100	Capital Outlay	-	-	-	-
8400	Capital Equipment	-	-	-	-
8500	Non-Capital Equipment	-	-	-	-
8600	Debt Service	-	-	-	-
9000	Cost Allocation & Indirect Costs	7.3	-	-	-
9100	Transfers-Out	6,700.0	-	-	-
	Expenditure Categories Total:	**6,712.9**	**-**	**-**	**-**
	Fund DT6000 - N Total:	6,712.9	-	-	-
	Administration Total:	1,573,820.8	124,428.3	7,759.4	132,187.7

Program Summary of Expenditure and Budget Request for Selected Funds

Agency: Department of Transportation

Program: Intermodal Transportation

Fund: DT2005 State Aviation Fund (Appropriated)

Program Expenditures		FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
DTA-2-3	Intermodal Transportation Planning	591.6	872.9	-	872.9
	State Aviation Fund (Appropriated) Summary Total:	**591.6**	**872.9**	**-**	**872.9**

Appropriated Funding					
6000	Personal Services	420.0	565.7	-	565.7
6100	Employee Related Expenditures	158.8	282.0	-	282.0
	Subtotal Personal Services and ERE	**578.8**	**847.7**	**-**	**847.7**
6200	Professional & Outside Services	-	-	-	-
6500	Travel In-State	2.9	3.0	-	3.0
6600	Travel Out-Of-State	0.9	1.0	-	1.0
6700	Food	-	-	-	-
6800	Aid To Organizations & Individuals	(0.2)	-	-	-
7000	Other Operating Expenditures	7.9	20.0	-	20.0
8100	Capital Outlay	-	-	-	-
8400	Capital Equipment	-	-	-	-
8500	Non-Capital Equipment	1.2	1.2	-	1.2
8600	Debt Service	-	-	-	-
9000	Cost Allocation & Indirect Costs	-	-	-	-
9100	Transfers-Out	-	-	-	-
	Expenditure Categories Total:	**591.6**	**872.9**	**-**	**872.9**
	Fund DT2005 - A Total:	591.6	872.9	-	872.9

Program Summary of Expenditure and Budget Request for Selected Funds

Agency: Department of Transportation

Program: Intermodal Transportation

Fund: DT2029 Regional Area Road Fund - Maricopa County (Non-Appropriated)

Program Expenditures		FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
DTA-2-1	SLI Highway Maintenance	16,735.3	-	-	-
DTA-2-2	Construction	581,539.4	-	-	-
	Regional Area Road Fund - Maricopa County (Non-Appropriated) Summary Total:	**598,274.7**	**-**	**-**	**-**
Non-Appropriated Funding					
6000	Personal Services	4,469.7	-	-	-
6100	Employee Related Expenditures	1,775.6	-	-	-
	Subtotal Personal Services and ERE	**6,245.3**	**-**	**-**	**-**
6200	Professional & Outside Services	63,585.7	-	-	-
6500	Travel In-State	0.1	-	-	-
6600	Travel Out-Of-State	2.2	-	-	-
6700	Food	-	-	-	-
6800	Aid To Organizations & Individuals	218.3	-	-	-
7000	Other Operating Expenditures	16,541.9	-	-	-
8100	Capital Outlay	508,983.4	-	-	-
8400	Capital Equipment	-	-	-	-
8500	Non-Capital Equipment	2,697.8	-	-	-
8600	Debt Service	-	-	-	-
9000	Cost Allocation & Indirect Costs	-	-	-	-
9100	Transfers-Out	-	-	-	-
	Expenditure Categories Total:	**598,274.7**	**-**	**-**	**-**
	Fund DT2029 - N Total:	598,274.7	-	-	-

Program Summary of Expenditure and Budget Request for Selected Funds

Agency: Department of Transportation

Program: Intermodal Transportation

Fund: DT2030 State Highway Fund (Appropriated)

Program Expenditures		FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
DTA-2-1	SLI Highway Maintenance	151,601.2	176,174.5	4,549.3	180,723.8
DTA-2-11	SLI Preventative Surface Treatments	28,749.1	36,142.0	(860.5)	35,281.5
DTA-2-13	SLI Targeted Statewide Litter Removal	2,927.8	3,106.8	-	3,106.8
DTA-2-14	SLI Radio Lifecycle Replacement	1,628.3	1,656.1	-	1,656.1
DTA-2-2	Construction	68,821.3	94,222.9	(776.9)	93,446.0
DTA-2-3	Intermodal Transportation Planning	2,399.1	2,970.8	-	2,970.8
DTA-2-6	SLI Construction Management System Replacement	3,314.3	6,844.6	(5,322.1)	1,522.5
DTA-2-7	SLI Livestock Control and Wildlife Crossing	431.4	1,500.0	-	1,500.0
	State Highway Fund (Appropriated) Summary Total:	**259,872.6**	**322,617.7**	**(2,410.2)**	**320,207.5**

Appropriated Funding					
6000	Personal Services	88,485.5	91,325.0	125.0	91,450.0
6100	Employee Related Expenditures	41,446.4	46,491.6	59.0	46,550.6
	Subtotal Personal Services and ERE	**129,931.9**	**137,816.6**	**184.0**	**138,000.6**
6200	Professional & Outside Services	1,968.3	2,092.3	-	2,092.3
6500	Travel In-State	552.6	535.9	-	535.9
6600	Travel Out-Of-State	82.0	81.0	-	81.0
6700	Food	7.0	-	-	-
6800	Aid To Organizations & Individuals	-	-	-	-
7000	Other Operating Expenditures	122,836.9	178,541.5	(2,764.2)	175,777.3
8100	Capital Outlay	67.6	-	-	-
8400	Capital Equipment	3,952.8	3,035.6	170.0	3,205.6
8500	Non-Capital Equipment	473.4	514.8	-	514.8
8600	Debt Service	-	-	-	-
9000	Cost Allocation & Indirect Costs	-	-	-	-
9100	Transfers-Out	-	-	-	-
	Expenditure Categories Total:	**259,872.6**	**322,617.7**	**(2,410.2)**	**320,207.5**
	Fund DT2030 - A Total:	259,872.6	322,617.7	(2,410.2)	320,207.5

Program Summary of Expenditure and Budget Request for Selected Funds

Agency: Department of Transportation

Program: Intermodal Transportation

Fund: DT2030 State Highway Fund (Non-Appropriated)

Program Expenditures		FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
DTA-2-1	SLI Highway Maintenance	122.2	-	-	-
DTA-2-2	Construction	741,837.2	252.0	-	252.0
DTA-2-3	Intermodal Transportation Planning	18,928.5	-	-	-
	State Highway Fund (Non-Appropriated) Summary Total:	**760,887.9**	**252.0**	**-**	**252.0**
Non-Appropriated Funding					
6000	Personal Services	17,040.8	-	-	-
6100	Employee Related Expenditures	7,498.7	-	-	-
	Subtotal Personal Services and ERE	**24,539.6**	**-**	**-**	**-**
6200	Professional & Outside Services	95,807.6	-	-	-
6500	Travel In-State	(57.3)	-	-	-
6600	Travel Out-Of-State	51.3	-	-	-
6700	Food	-	-	-	-
6800	Aid To Organizations & Individuals	1,069.6	-	-	-
7000	Other Operating Expenditures	8,946.0	232.0	-	232.0
8100	Capital Outlay	625,939.6	-	-	-
8400	Capital Equipment	217.0	5.0	-	5.0
8500	Non-Capital Equipment	289.2	15.0	-	15.0
8600	Debt Service	-	-	-	-
9000	Cost Allocation & Indirect Costs	-	-	-	-
9100	Transfers-Out	4,085.4	-	-	-
	Expenditure Categories Total:	**760,887.9**	**252.0**	**-**	**252.0**
	Fund DT2030 - N Total:	760,887.9	252.0	-	252.0

Program Summary of Expenditure and Budget Request for Selected Funds

Agency: Department of Transportation

Program: Intermodal Transportation

Fund: DT2044 Highway Damage Recovery Account Fund (Appropriated)

Program Expenditures		FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
DTA-2-8	SLI Highway Damage Recovery Account	7,080.0	7,999.0	-	7,999.0
	Highway Damage Recovery Account Fund (Appropriated) Summary Total:	**7,080.0**	**7,999.0**	**-**	**7,999.0**

Appropriated Funding					
6000	Personal Services	-	-	-	-
6100	Employee Related Expenditures	-	-	-	-
	Subtotal Personal Services and ERE	**-**	**-**	**-**	**-**
6200	Professional & Outside Services	-	-	-	-
6500	Travel In-State	-	-	-	-
6600	Travel Out-Of-State	-	-	-	-
6700	Food	-	-	-	-
6800	Aid To Organizations & Individuals	-	-	-	-
7000	Other Operating Expenditures	7,080.0	7,999.0	-	7,999.0
8100	Capital Outlay	-	-	-	-
8400	Capital Equipment	-	-	-	-
8500	Non-Capital Equipment	-	-	-	-
8600	Debt Service	-	-	-	-
9000	Cost Allocation & Indirect Costs	-	-	-	-
9100	Transfers-Out	-	-	-	-
	Expenditure Categories Total:	**7,080.0**	**7,999.0**	**-**	**7,999.0**
	Fund DT2044 - A Total:	7,080.0	7,999.0	-	7,999.0

Program Summary of Expenditure and Budget Request for Selected Funds

Agency: Department of Transportation

Program: Intermodal Transportation

Fund: DT2071 ADOT Fleet Operations Fund (Appropriated)

Program Expenditures		FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
DTA-2-4	SLI Vehicles and Heavy Equipment	23,671.0	27,378.9	-	27,378.9
DTA-2-5	SLI ADOT fleet vehicles and heavy equipment maintenance contingency	385.6	1,000.0	295.1	1,295.1
	ADOT Fleet Operations Fund (Appropriated) Summary Total:	**24,056.6**	**28,378.9**	**295.1**	**28,674.0**

Appropriated Funding					
6000	Personal Services	10,510.7	10,872.6	-	10,872.6
6100	Employee Related Expenditures	5,018.9	5,901.7	-	5,901.7
	Subtotal Personal Services and ERE	**15,529.6**	**16,774.3**	**-**	**16,774.3**
6200	Professional & Outside Services	382.7	425.0	-	425.0
6500	Travel In-State	67.6	50.0	-	50.0
6600	Travel Out-Of-State	8.5	5.0	-	5.0
6700	Food	-	-	-	-
6800	Aid To Organizations & Individuals	-	-	-	-
7000	Other Operating Expenditures	7,547.6	10,574.6	295.1	10,869.7
8100	Capital Outlay	0.8	-	-	-
8400	Capital Equipment	405.4	450.0	-	450.0
8500	Non-Capital Equipment	114.3	100.0	-	100.0
8600	Debt Service	-	-	-	-
9000	Cost Allocation & Indirect Costs	-	-	-	-
9100	Transfers-Out	-	-	-	-
	Expenditure Categories Total:	**24,056.6**	**28,378.9**	**295.1**	**28,674.0**
	Fund DT2071 - A Total:	24,056.6	28,378.9	295.1	28,674.0

Program Summary of Expenditure and Budget Request for Selected Funds

Agency: Department of Transportation

Program: Intermodal Transportation

Fund: DT2071 ADOT Fleet Operations Fund (Non-Appropriated)

Program Expenditures		FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
DTA-2-4	SLI Vehicles and Heavy Equipment	0.4	-	-	-
	ADOT Fleet Operations Fund (Non-Appropriated) Summary Total:	**0.4**	**-**	**-**	**-**
Non-Appropriated Funding					
6000	Personal Services	-	-	-	-
6100	Employee Related Expenditures	-	-	-	-
	Subtotal Personal Services and ERE	**-**	**-**	**-**	**-**
6200	Professional & Outside Services	-	-	-	-
6500	Travel In-State	-	-	-	-
6600	Travel Out-Of-State	-	-	-	-
6700	Food	-	-	-	-
6800	Aid To Organizations & Individuals	-	-	-	-
7000	Other Operating Expenditures	0.4	-	-	-
8100	Capital Outlay	-	-	-	-
8400	Capital Equipment	-	-	-	-
8500	Non-Capital Equipment	-	-	-	-
8600	Debt Service	-	-	-	-
9000	Cost Allocation & Indirect Costs	-	-	-	-
9100	Transfers-Out	-	-	-	-
	Expenditure Categories Total:	**0.4**	**-**	**-**	**-**
	Fund DT2071 - N Total:	0.4	-	-	-

Program Summary of Expenditure and Budget Request for Selected Funds

Agency: Department of Transportation

Program: Intermodal Transportation

Fund: DT2097 ADOT Federal Programs Fund (Non-Appropriated)

Program Expenditures		FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
DTA-2-3	Intermodal Transportation Planning	28,323.6	-	-	-
	ADOT Federal Programs Fund (Non-Appropriated) Summary Total:	**28,323.6**	**-**	**-**	**-**
Non-Appropriated Funding					
6000	Personal Services	784.9	-	-	-
6100	Employee Related Expenditures	324.2	-	-	-
	Subtotal Personal Services and ERE	**1,109.1**	**-**	**-**	**-**
6200	Professional & Outside Services	902.9	-	-	-
6500	Travel In-State	392.0	-	-	-
6600	Travel Out-Of-State	16.7	-	-	-
6700	Food	-	-	-	-
6800	Aid To Organizations & Individuals	25,749.3	-	-	-
7000	Other Operating Expenditures	153.2	-	-	-
8100	Capital Outlay	-	-	-	-
8400	Capital Equipment	-	-	-	-
8500	Non-Capital Equipment	0.4	-	-	-
8600	Debt Service	-	-	-	-
9000	Cost Allocation & Indirect Costs	-	-	-	-
9100	Transfers-Out	-	-	-	-
	Expenditure Categories Total:	**28,323.6**	**-**	**-**	**-**
	Fund DT2097 - N Total:	28,323.6	-	-	-

Program Summary of Expenditure and Budget Request for Selected Funds

Agency: Department of Transportation

Program: Intermodal Transportation

Fund: DT2226 Air Quality Fund (Appropriated)

Program Expenditures		FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
DTA-2-3	Intermodal Transportation Planning	851.9	874.3	29.9	904.2
	Air Quality Fund (Appropriated) Summary Total:	**851.9**	**874.3**	**29.9**	**904.2**
Appropriated Funding					
6000	Personal Services	271.3	488.3	19.0	507.3
6100	Employee Related Expenditures	114.9	171.8	7.4	179.2
	Subtotal Personal Services and ERE	**386.2**	**660.1**	**26.4**	**686.5**
6200	Professional & Outside Services	225.0	209.8	-	209.8
6500	Travel In-State	0.3	0.4	-	0.4
6600	Travel Out-Of-State	4.0	4.0	-	4.0
6700	Food	-	-	-	-
6800	Aid To Organizations & Individuals	-	-	-	-
7000	Other Operating Expenditures	0.1	-	3.5	3.5
8100	Capital Outlay	-	-	-	-
8400	Capital Equipment	-	-	-	-
8500	Non-Capital Equipment	0.1	-	-	-
8600	Debt Service	-	-	-	-
9000	Cost Allocation & Indirect Costs	236.2	-	-	-
9100	Transfers-Out	-	-	-	-
	Expenditure Categories Total:	**851.9**	**874.3**	**29.9**	**904.2**
	Fund DT2226 - A Total:	851.9	874.3	29.9	904.2

Program Summary of Expenditure and Budget Request for Selected Funds

Agency: Department of Transportation

Program: Intermodal Transportation

Fund: DT2244 Economic Strength Project Fund (Non-Appropriated)

Program Expenditures		FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
DTA-2-3	Intermodal Transportation Planning	1,914.6	-	-	-
	Economic Strength Project Fund (Non-Appropriated) Summary Total:	**1,914.6**	**-**	**-**	**-**
Non-Appropriated Funding					
6000	Personal Services	-	-	-	-
6100	Employee Related Expenditures	-	-	-	-
	Subtotal Personal Services and ERE	**-**	**-**	**-**	**-**
6200	Professional & Outside Services	-	-	-	-
6500	Travel In-State	-	-	-	-
6600	Travel Out-Of-State	-	-	-	-
6700	Food	-	-	-	-
6800	Aid To Organizations & Individuals	1,914.6	-	-	-
7000	Other Operating Expenditures	-	-	-	-
8100	Capital Outlay	-	-	-	-
8400	Capital Equipment	-	-	-	-
8500	Non-Capital Equipment	-	-	-	-
8600	Debt Service	-	-	-	-
9000	Cost Allocation & Indirect Costs	-	-	-	-
9100	Transfers-Out	-	-	-	-
	Expenditure Categories Total:	**1,914.6**	**-**	**-**	**-**
	Fund DT2244 - N Total:	1,914.6	-	-	-

Program Summary of Expenditure and Budget Request for Selected Funds

Agency: Department of Transportation

Program: Intermodal Transportation

Fund: DT2479 Regional Area Road Fund - Maricopa (Non-Appropriated)

Program Expenditures		FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
DTA-2-2	Construction	35.0	-	-	-
	Regional Area Road Fund - Maricopa (Non-Appropriated) Summary Total:	**35.0**	**-**	**-**	**-**
Non-Appropriated Funding					
6000	Personal Services	-	-	-	-
6100	Employee Related Expenditures	0.0	-	-	-
	Subtotal Personal Services and ERE	**0.0**	**-**	**-**	**-**
6200	Professional & Outside Services	35.0	-	-	-
6500	Travel In-State	-	-	-	-
6600	Travel Out-Of-State	-	-	-	-
6700	Food	-	-	-	-
6800	Aid To Organizations & Individuals	-	-	-	-
7000	Other Operating Expenditures	-	-	-	-
8100	Capital Outlay	-	-	-	-
8400	Capital Equipment	-	-	-	-
8500	Non-Capital Equipment	-	-	-	-
8600	Debt Service	-	-	-	-
9000	Cost Allocation & Indirect Costs	-	-	-	-
9100	Transfers-Out	-	-	-	-
	Expenditure Categories Total:	**35.0**	**-**	**-**	**-**
	Fund DT2479 - N Total:	35.0	-	-	-

Program Summary of Expenditure and Budget Request for Selected Funds

Agency: Department of Transportation

Program: Intermodal Transportation

Fund: DT2985 ADOT Coronavirus State and Local Fiscal Recovery Fund (Non-Appropriated)

Program Expenditures		FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
DTA-2-2	Construction	37,918.1	-	-	-
	ADOT Coronavirus State and Local Fiscal Recovery Fund (Non-Appropriated) Summary Total:	**37,918.1**	**-**	**-**	**-**

Non-Appropriated Funding					
6000	Personal Services	187.1	-	-	-
6100	Employee Related Expenditures	85.6	-	-	-
	Subtotal Personal Services and ERE	**272.6**	**-**	**-**	**-**
6200	Professional & Outside Services	3,026.7	-	-	-
6500	Travel In-State	3.9	-	-	-
6600	Travel Out-Of-State	-	-	-	-
6700	Food	-	-	-	-
6800	Aid To Organizations & Individuals	-	-	-	-
7000	Other Operating Expenditures	0.1	-	-	-
8100	Capital Outlay	34,599.0	-	-	-
8400	Capital Equipment	-	-	-	-
8500	Non-Capital Equipment	15.7	-	-	-
8600	Debt Service	-	-	-	-
9000	Cost Allocation & Indirect Costs	-	-	-	-
9100	Transfers-Out	-	-	-	-
	Expenditure Categories Total:	**37,918.1**	**-**	**-**	**-**
	Fund DT2985 - N Total:	37,918.1	-	-	-

Program Summary of Expenditure and Budget Request for Selected Funds

Agency: Department of Transportation

Program: Intermodal Transportation

Fund: DT3701 Local Agency Deposits Fund (Non-Appropriated)

Program Expenditures		FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
DTA-2-1	SLI Highway Maintenance	8.3	-	-	-
DTA-2-2	Construction	140,682.6	-	-	-
DTA-2-3	Intermodal Transportation Planning	38,248.4	-	-	-
	Local Agency Deposits Fund (Non-Appropriated) Summary Total:	**178,939.3**	**-**	**-**	**-**
Non-Appropriated Funding					
6000	Personal Services	2,478.8	-	-	-
6100	Employee Related Expenditures	1,104.9	-	-	-
	Subtotal Personal Services and ERE	**3,583.7**	**-**	**-**	**-**
6200	Professional & Outside Services	19,690.6	-	-	-
6500	Travel In-State	24.0	-	-	-
6600	Travel Out-Of-State	-	-	-	-
6700	Food	-	-	-	-
6800	Aid To Organizations & Individuals	84,837.1	-	-	-
7000	Other Operating Expenditures	15.8	-	-	-
8100	Capital Outlay	69,809.5	-	-	-
8400	Capital Equipment	-	-	-	-
8500	Non-Capital Equipment	-	-	-	-
8600	Debt Service	-	-	-	-
9000	Cost Allocation & Indirect Costs	-	-	-	-
9100	Transfers-Out	978.6	-	-	-
	Expenditure Categories Total:	**178,939.3**	**-**	**-**	**-**
	Fund DT3701 - N Total:	178,939.3	-	-	-

Program Summary of Expenditure and Budget Request for Selected Funds

Agency: Department of Transportation

Program: Intermodal Transportation

Fund: DT3737 Highway Properties Fund (Non-Appropriated)

Program Expenditures		FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
DTA-2-2	Construction	0.0	-	-	-
	Highway Properties Fund (Non-Appropriated) Summary Total:	**0.0**	**-**	**-**	**-**
Non-Appropriated Funding					
6000	Personal Services	-	-	-	-
6100	Employee Related Expenditures	-	-	-	-
	Subtotal Personal Services and ERE	**-**	**-**	**-**	**-**
6200	Professional & Outside Services	-	-	-	-
6500	Travel In-State	-	-	-	-
6600	Travel Out-Of-State	-	-	-	-
6700	Food	-	-	-	-
6800	Aid To Organizations & Individuals	-	-	-	-
7000	Other Operating Expenditures	0.0	-	-	-
8100	Capital Outlay	-	-	-	-
8400	Capital Equipment	-	-	-	-
8500	Non-Capital Equipment	-	-	-	-
8600	Debt Service	-	-	-	-
9000	Cost Allocation & Indirect Costs	-	-	-	-
9100	Transfers-Out	-	-	-	-
	Expenditure Categories Total:	**0.0**	**-**	**-**	**-**
	Fund DT3737 - N Total:	0.0	-	-	-

Program Summary of Expenditure and Budget Request for Selected Funds

Agency: Department of Transportation

Program: Intermodal Transportation

Fund: DT5004 State Highway Fund Bonds Debt Service Fund (Non-Appropriated)

Program Expenditures		FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
DTA-2-2	Construction	185,348.0	-	-	-
	State Highway Fund Bonds Debt Service Fund (Non-Appropriated) Summary Total:	**185,348.0**	**-**	**-**	**-**
Non-Appropriated Funding					
6000	Personal Services	590.4	-	-	-
6100	Employee Related Expenditures	255.4	-	-	-
	Subtotal Personal Services and ERE	**845.8**	**-**	**-**	**-**
6200	Professional & Outside Services	8,855.5	-	-	-
6500	Travel In-State	2.1	-	-	-
6600	Travel Out-Of-State	-	-	-	-
6700	Food	-	-	-	-
6800	Aid To Organizations & Individuals	-	-	-	-
7000	Other Operating Expenditures	21.3	-	-	-
8100	Capital Outlay	175,562.8	-	-	-
8400	Capital Equipment	-	-	-	-
8500	Non-Capital Equipment	31.6	-	-	-
8600	Debt Service	-	-	-	-
9000	Cost Allocation & Indirect Costs	-	-	-	-
9100	Transfers-Out	28.9	-	-	-
	Expenditure Categories Total:	**185,348.0**	**-**	**-**	**-**
	Fund DT5004 - N Total:	185,348.0	-	-	-

Program Summary of Expenditure and Budget Request for Selected Funds

Agency: Department of Transportation

Program: Intermodal Transportation

Fund: DT5906 Smart Corridor Highway Trust Fund (Non-Appropriated)

Program Expenditures		FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
DTA-2-2	Construction	1.3	-	-	-
	Smart Corridor Highway Trust Fund (Non-Appropriated) Summary Total:	**1.3**	**-**	**-**	**-**
Non-Appropriated Funding					
6000	Personal Services	-	-	-	-
6100	Employee Related Expenditures	0.8	-	-	-
	Subtotal Personal Services and ERE	**0.8**	**-**	**-**	**-**
6200	Professional & Outside Services	-	-	-	-
6500	Travel In-State	-	-	-	-
6600	Travel Out-Of-State	-	-	-	-
6700	Food	-	-	-	-
6800	Aid To Organizations & Individuals	-	-	-	-
7000	Other Operating Expenditures	0.5	-	-	-
8100	Capital Outlay	-	-	-	-
8400	Capital Equipment	-	-	-	-
8500	Non-Capital Equipment	-	-	-	-
8600	Debt Service	-	-	-	-
9000	Cost Allocation & Indirect Costs	-	-	-	-
9100	Transfers-Out	-	-	-	-
	Expenditure Categories Total:	**1.3**	**-**	**-**	**-**
	Fund DT5906 - N Total:	1.3	-	-	-

Program Summary of Expenditure and Budget Request for Selected Funds

Agency: Department of Transportation

Program: Intermodal Transportation

Fund: DT6000 State Match Advantage for Rural Transportation (SMART) Fund (Non-Appropriated)

Program Expenditures		FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
DTA-2-2	Construction	8,454.0	-	-	-
DTA-2-3	Intermodal Transportation Planning	903.5	-	-	-
	State Match Advantage for Rural Transportation (SMART) Fund (Non-Appropriated) Summary Total:	**9,357.5**	**-**	**-**	**-**

Non-Appropriated Funding					
6000	Personal Services	147.4	-	-	-
6100	Employee Related Expenditures	61.5	-	-	-
	Subtotal Personal Services and ERE	**208.9**	**-**	**-**	**-**
6200	Professional & Outside Services	8,144.3	-	-	-
6500	Travel In-State	0.2	-	-	-
6600	Travel Out-Of-State	-	-	-	-
6700	Food	-	-	-	-
6800	Aid To Organizations & Individuals	827.1	-	-	-
7000	Other Operating Expenditures	-	-	-	-
8100	Capital Outlay	177.0	-	-	-
8400	Capital Equipment	-	-	-	-
8500	Non-Capital Equipment	-	-	-	-
8600	Debt Service	-	-	-	-
9000	Cost Allocation & Indirect Costs	-	-	-	-
9100	Transfers-Out	-	-	-	-
	Expenditure Categories Total:	**9,357.5**	**-**	**-**	**-**
	Fund DT6000 - N Total:	9,357.5	-	-	-
	Intermodal Transportation Total:	2,093,453.0	360,994.8	(2,085.3)	358,909.5

Program Summary of Expenditure and Budget Request for Selected Funds

Agency: Department of Transportation

Program: Motor Vehicle

Fund: DT2030 State Highway Fund (Appropriated)

Program Expenditures		FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
DTA-3-1	Customer Services	81,482.4	84,345.9	603.2	84,949.1
DTA-3-2	Motor Vehicle Enforcement Services	25,265.9	28,949.6	1,614.2	30,563.8
DTA-3-5	SLI Authorized Third Parties	1,806.5	1,882.5	-	1,882.5
	State Highway Fund (Appropriated) Summary Total:	**108,554.8**	**115,178.0**	**2,217.4**	**117,395.4**
Appropriated Funding					
6000	Personal Services	51,554.5	52,598.3	470.3	53,068.6
6100	Employee Related Expenditures	26,317.9	29,946.8	229.1	30,175.9
	Subtotal Personal Services and ERE	**77,872.4**	**82,545.1**	**699.4**	**83,244.5**
6200	Professional & Outside Services	1,251.7	1,201.2	-	1,201.2
6500	Travel In-State	358.3	389.7	-	389.7
6600	Travel Out-Of-State	27.7	20.4	-	20.4
6700	Food	4.2	0.8	-	0.8
6800	Aid To Organizations & Individuals	-	-	-	-
7000	Other Operating Expenditures	27,621.5	29,054.4	1,050.2	30,104.6
8100	Capital Outlay	6.7	39.2	-	39.2
8400	Capital Equipment	1,352.1	1,323.9	284.7	1,608.6
8500	Non-Capital Equipment	858.9	603.3	183.1	786.4
8600	Debt Service	-	-	-	-
9000	Cost Allocation & Indirect Costs	-	-	-	-
9100	Transfers-Out	(798.7)	-	-	-
	Expenditure Categories Total:	**108,554.8**	**115,178.0**	**2,217.4**	**117,395.4**
	Fund DT2030 - A Total:	108,554.8	115,178.0	2,217.4	117,395.4

Program Summary of Expenditure and Budget Request for Selected Funds

Agency: Department of Transportation

Program: Motor Vehicle

Fund: DT2030 State Highway Fund (Non-Appropriated)

Program Expenditures		FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
DTA-3-1	Customer Services	11,451.9	8,900.0	-	8,900.0
DTA-3-2	Motor Vehicle Enforcement Services	2,125.6	-	-	-
	State Highway Fund (Non-Appropriated) Summary Total:	**13,577.5**	**8,900.0**	**-**	**8,900.0**

Non-Appropriated Funding					
6000	Personal Services	1,170.0	-	-	-
6100	Employee Related Expenditures	570.5	-	-	-
	Subtotal Personal Services and ERE	**1,740.5**	**-**	**-**	**-**
6200	Professional & Outside Services	171.0	-	-	-
6500	Travel In-State	18.7	-	-	-
6600	Travel Out-Of-State	20.2	-	-	-
6700	Food	-	-	-	-
6800	Aid To Organizations & Individuals	-	-	-	-
7000	Other Operating Expenditures	11,505.2	8,900.0	-	8,900.0
8100	Capital Outlay	-	-	-	-
8400	Capital Equipment	93.3	-	-	-
8500	Non-Capital Equipment	28.6	-	-	-
8600	Debt Service	-	-	-	-
9000	Cost Allocation & Indirect Costs	-	-	-	-
9100	Transfers-Out	-	-	-	-
	Expenditure Categories Total:	**13,577.5**	**8,900.0**	**-**	**8,900.0**
	Fund DT2030 - N Total:	13,577.5	8,900.0	-	8,900.0

Program Summary of Expenditure and Budget Request for Selected Funds

Agency: Department of Transportation

Program: Motor Vehicle

Fund: DT2150 Abandoned Vehicles Administration Fund (Non-Appropriated)

Program Expenditures		FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
DTA-3-1	Customer Services	1,022.2	1,200.0	-	1,200.0
	Abandoned Vehicles Administration Fund (Non-Appropriated) Summary Total:	**1,022.2**	**1,200.0**	**-**	**1,200.0**
Non-Appropriated Funding					
6000	Personal Services	-	-	-	-
6100	Employee Related Expenditures	-	-	-	-
	Subtotal Personal Services and ERE	**-**	**-**	**-**	**-**
6200	Professional & Outside Services	-	-	-	-
6500	Travel In-State	-	-	-	-
6600	Travel Out-Of-State	-	-	-	-
6700	Food	-	-	-	-
6800	Aid To Organizations & Individuals	-	-	-	-
7000	Other Operating Expenditures	1,022.2	1,200.0	-	1,200.0
8100	Capital Outlay	-	-	-	-
8400	Capital Equipment	-	-	-	-
8500	Non-Capital Equipment	-	-	-	-
8600	Debt Service	-	-	-	-
9000	Cost Allocation & Indirect Costs	-	-	-	-
9100	Transfers-Out	-	-	-	-
	Expenditure Categories Total:	**1,022.2**	**1,200.0**	**-**	**1,200.0**
	Fund DT2150 - N Total:	1,022.2	1,200.0	-	1,200.0

Program Summary of Expenditure and Budget Request for Selected Funds

Agency: Department of Transportation

Program: Motor Vehicle

Fund: DT2208 Ignition Interlock Device Fund (Appropriated)

Program Expenditures		FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
DTA-3-1	Customer Services	374.4	350.6	-	350.6
	Ignition Interlock Device Fund (Appropriated) Summary Total:	**374.4**	**350.6**	**-**	**350.6**
Appropriated Funding					
6000	Personal Services	206.6	235.1	-	235.1
6100	Employee Related Expenditures	103.1	112.0	-	112.0
	Subtotal Personal Services and ERE	**309.6**	**347.1**	**-**	**347.1**
6200	Professional & Outside Services	-	-	-	-
6500	Travel In-State	-	-	-	-
6600	Travel Out-Of-State	1.5	-	-	-
6700	Food	-	-	-	-
6800	Aid To Organizations & Individuals	-	-	-	-
7000	Other Operating Expenditures	63.3	3.5	-	3.5
8100	Capital Outlay	-	-	-	-
8400	Capital Equipment	-	-	-	-
8500	Non-Capital Equipment	-	-	-	-
8600	Debt Service	-	-	-	-
9000	Cost Allocation & Indirect Costs	-	-	-	-
9100	Transfers-Out	-	-	-	-
	Expenditure Categories Total:	**374.4**	**350.6**	**-**	**350.6**
	Fund DT2208 - A Total:	374.4	350.6	-	350.6

Program Summary of Expenditure and Budget Request for Selected Funds

Agency: Department of Transportation

Program: Motor Vehicle

Fund: DT2272 Vehicle Inspection and Certificate of Title Enforcement Fund (Appropriated)

	Program Expenditures	FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
DTA-3-2	Motor Vehicle Enforcement Services	1,580.2	1,782.6	-	1,782.6
DTA-3-5	SLI Authorized Third Parties	84.2	103.7	-	103.7
	Vehicle Inspection and Certificate of Title Enforcement Fund (Appropriated) Summary Total:	**1,664.4**	**1,886.3**	**-**	**1,886.3**
	Appropriated Funding				
6000	Personal Services	1,117.8	1,124.2	-	1,124.2
6100	Employee Related Expenditures	506.8	716.9	-	716.9
	Subtotal Personal Services and ERE	**1,624.6**	**1,841.1**	**-**	**1,841.1**
6200	Professional & Outside Services	-	-	-	-
6500	Travel In-State	0.5	-	-	-
6600	Travel Out-Of-State	-	-	-	-
6700	Food	-	-	-	-
6800	Aid To Organizations & Individuals	-	-	-	-
7000	Other Operating Expenditures	30.0	45.2	-	45.2
8100	Capital Outlay	4.1	-	-	-
8400	Capital Equipment	-	-	-	-
8500	Non-Capital Equipment	5.2	-	-	-
8600	Debt Service	-	-	-	-
9000	Cost Allocation & Indirect Costs	-	-	-	-
9100	Transfers-Out	-	-	-	-
	Expenditure Categories Total:	**1,664.4**	**1,886.3**	**-**	**1,886.3**
	Fund DT2272 - A Total:	1,664.4	1,886.3	-	1,886.3

Program Summary of Expenditure and Budget Request for Selected Funds

Agency: Department of Transportation

Program: Motor Vehicle

Fund: DT2285 Motor Vehicle Liability Insurance Enforcement Fund (Appropriated)

Program Expenditures		FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
DTA-3-1	Customer Services	504.2	557.8	-	557.8
DTA-3-2	Motor Vehicle Enforcement Services	994.1	1,010.8	2,524.4	3,535.2
DTA-3-5	SLI Authorized Third Parties	100.8	108.9	-	108.9
	Motor Vehicle Liability Insurance Enforcement Fund (Appropriated) Summary Total:	**1,599.1**	**1,677.5**	**2,524.4**	**4,201.9**
Appropriated Funding					
6000	Personal Services	928.8	962.1	-	962.1
6100	Employee Related Expenditures	448.2	551.9	-	551.9
	Subtotal Personal Services and ERE	**1,377.0**	**1,514.0**	**-**	**1,514.0**
6200	Professional & Outside Services	-	-	62.4	62.4
6500	Travel In-State	0.3	-	-	-
6600	Travel Out-Of-State	-	-	-	-
6700	Food	-	-	-	-
6800	Aid To Organizations & Individuals	-	-	-	-
7000	Other Operating Expenditures	214.4	163.5	-	163.5
8100	Capital Outlay	-	-	-	-
8400	Capital Equipment	-	-	2,462.0	2,462.0
8500	Non-Capital Equipment	7.4	-	-	-
8600	Debt Service	-	-	-	-
9000	Cost Allocation & Indirect Costs	-	-	-	-
9100	Transfers-Out	-	-	-	-
	Expenditure Categories Total:	**1,599.1**	**1,677.5**	**2,524.4**	**4,201.9**
	Fund DT2285 - A Total:	1,599.1	1,677.5	2,524.4	4,201.9

Program Summary of Expenditure and Budget Request for Selected Funds

Agency: Department of Transportation

Program: Motor Vehicle

Fund: DT2500 IGA and ISA Fund (Non-Appropriated)

Program Expenditures		FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
DTA-3-1	Customer Services	1,853.1	-	-	-
DTA-3-2	Motor Vehicle Enforcement Services	42.2	-	-	-
	IGA and ISA Fund (Non-Appropriated) Summary Total:	**1,895.3**	**-**	**-**	**-**

Non-Appropriated Funding					
6000	Personal Services	-	-	-	-
6100	Employee Related Expenditures	-	-	-	-
	Subtotal Personal Services and ERE	**-**	**-**	**-**	**-**
6200	Professional & Outside Services	1,853.1	-	-	-
6500	Travel In-State	-	-	-	-
6600	Travel Out-Of-State	-	-	-	-
6700	Food	-	-	-	-
6800	Aid To Organizations & Individuals	-	-	-	-
7000	Other Operating Expenditures	4.8	-	-	-
8100	Capital Outlay	-	-	-	-
8400	Capital Equipment	-	-	-	-
8500	Non-Capital Equipment	37.4	-	-	-
8600	Debt Service	-	-	-	-
9000	Cost Allocation & Indirect Costs	-	-	-	-
9100	Transfers-Out	-	-	-	-
	Expenditure Categories Total:	**1,895.3**	**-**	**-**	**-**
	Fund DT2500 - N Total:	1,895.3	-	-	-

Program Summary of Expenditure and Budget Request for Selected Funds

Agency: Department of Transportation

Program: Motor Vehicle

Fund: DT2650 Statewide Special Plates Fund (Non-Appropriated)

Program Expenditures		FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
DTA-3-1	Customer Services	8,120.8	-	-	-
	Statewide Special Plates Fund (Non-Appropriated) Summary Total:	**8,120.8**	**-**	**-**	**-**
Non-Appropriated Funding					
6000	Personal Services	-	-	-	-
6100	Employee Related Expenditures	-	-	-	-
	Subtotal Personal Services and ERE	**-**	**-**	**-**	**-**
6200	Professional & Outside Services	-	-	-	-
6500	Travel In-State	-	-	-	-
6600	Travel Out-Of-State	-	-	-	-
6700	Food	-	-	-	-
6800	Aid To Organizations & Individuals	8,120.8	-	-	-
7000	Other Operating Expenditures	-	-	-	-
8100	Capital Outlay	-	-	-	-
8400	Capital Equipment	-	-	-	-
8500	Non-Capital Equipment	-	-	-	-
8600	Debt Service	-	-	-	-
9000	Cost Allocation & Indirect Costs	-	-	-	-
9100	Transfers-Out	-	-	-	-
	Expenditure Categories Total:	**8,120.8**	**-**	**-**	**-**
	Fund DT2650 - N Total:	8,120.8	-	-	-

Program Summary of Expenditure and Budget Request for Selected Funds

Agency: Department of Transportation

Program: Motor Vehicle

Fund: DT3113 Highway User Revenue Fund (Appropriated)

Program Expenditures		FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
DTA-3-2	Motor Vehicle Enforcement Services	605.7	618.0	-	618.0
DTA-3-5	SLI Authorized Third Parties	203.8	239.9	-	239.9
	Highway User Revenue Fund (Appropriated) Summary Total:	**809.5**	**857.9**	**-**	**857.9**
Appropriated Funding					
6000	Personal Services	479.9	485.7	-	485.7
6100	Employee Related Expenditures	246.5	326.9	-	326.9
	Subtotal Personal Services and ERE	**726.4**	**812.6**	**-**	**812.6**
6200	Professional & Outside Services	-	-	-	-
6500	Travel In-State	2.7	3.0	-	3.0
6600	Travel Out-Of-State	-	2.0	-	2.0
6700	Food	-	-	-	-
6800	Aid To Organizations & Individuals	-	-	-	-
7000	Other Operating Expenditures	80.5	39.1	-	39.1
8100	Capital Outlay	-	-	-	-
8400	Capital Equipment	-	-	-	-
8500	Non-Capital Equipment	-	1.2	-	1.2
8600	Debt Service	-	-	-	-
9000	Cost Allocation & Indirect Costs	-	-	-	-
9100	Transfers-Out	-	-	-	-
	Expenditure Categories Total:	**809.5**	**857.9**	**-**	**857.9**
	Fund DT3113 - A Total:	809.5	857.9	-	857.9
	Motor Vehicle Total:	137,618.0	130,050.3	4,741.8	134,792.1

Program Summary of Expenditure and Budget Request for Selected Funds

Agency: Department of Transportation

Program: State Motor Vehicle Fleet

Fund: DT4071 State Fleet Operations Fund (Appropriated)

Program Expenditures		FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
DTA-4-2	SLI State Fleet Operations	24,217.6	36,974.6	(4,200.0)	32,774.6
	State Fleet Operations Fund (Appropriated) Summary Total:	**24,217.6**	**36,974.6**	**(4,200.0)**	**32,774.6**

Appropriated Funding					
6000	Personal Services	548.8	1,676.0	-	1,676.0
6100	Employee Related Expenditures	316.6	942.6	-	942.6
	Subtotal Personal Services and ERE	**865.4**	**2,618.6**	**-**	**2,618.6**
6200	Professional & Outside Services	-	-	-	-
6500	Travel In-State	-	-	-	-
6600	Travel Out-Of-State	-	-	-	-
6700	Food	-	-	-	-
6800	Aid To Organizations & Individuals	-	-	-	-
7000	Other Operating Expenditures	22,152.2	32,956.0	(4,200.0)	28,756.0
8100	Capital Outlay	-	-	-	-
8400	Capital Equipment	-	-	-	-
8500	Non-Capital Equipment	-	-	-	-
8600	Debt Service	-	-	-	-
9000	Cost Allocation & Indirect Costs	1,200.0	1,400.0	-	1,400.0
9100	Transfers-Out	-	-	-	-
	Expenditure Categories Total:	**24,217.6**	**36,974.6**	**(4,200.0)**	**32,774.6**
	Fund DT4071 - A Total:	24,217.6	36,974.6	(4,200.0)	32,774.6

Program Summary of Expenditure and Budget Request for Selected Funds

Agency: Department of Transportation

Program: State Motor Vehicle Fleet

Fund: DT4072 State Fleet Vehicle Replacement Fund (Appropriated)

Program Expenditures		FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
DTA-4-3	SLI State Fleet Vehicle Replacement	14,500.7	13,611.3	(3,409.1)	10,202.2
	State Fleet Vehicle Replacement Fund (Appropriated) Summary Total:	**14,500.7**	**13,611.3**	**(3,409.1)**	**10,202.2**

Appropriated Funding					
6000	Personal Services	-	-	-	-
6100	Employee Related Expenditures	-	-	-	-
	Subtotal Personal Services and ERE	**-**	**-**	**-**	**-**
6200	Professional & Outside Services	-	-	-	-
6500	Travel In-State	-	-	-	-
6600	Travel Out-Of-State	-	-	-	-
6700	Food	-	-	-	-
6800	Aid To Organizations & Individuals	-	-	-	-
7000	Other Operating Expenditures	6.7	-	-	-
8100	Capital Outlay	-	-	-	-
8400	Capital Equipment	14,855.7	13,611.3	(3,409.1)	10,202.2
8500	Non-Capital Equipment	7.3	-	-	-
8600	Debt Service	-	-	-	-
9000	Cost Allocation & Indirect Costs	-	-	-	-
9100	Transfers-Out	(369.0)	-	-	-
	Expenditure Categories Total:	**14,500.7**	**13,611.3**	**(3,409.1)**	**10,202.2**
	Fund DT4072 - A Total:	14,500.7	13,611.3	(3,409.1)	10,202.2
	State Motor Vehicle Fleet Total:	38,718.3	50,585.9	(7,609.1)	42,976.8

Program Expenditure Schedule

Agency: Department of Transportation

		FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program:	**DTA-1-0 Administration**				
FTE					
	FTE	703.5	758.0	-	758.0
	Expenditure Category Total:	-	-	-	-
Fund Source					
Appropriated Funds					
DT2005	State Aviation Fund (Appropriated)	11.0	12.0	-	12.0
DT2030	State Highway Fund (Appropriated)	669.5	721.0	-	721.0
	Appropriated Funds Total:	**680.5**	**733.0**	**-**	**733.0**
Non-Appropriated Funds					
DT2030	State Highway Fund (Non-Appropriated)	3.0	5.0	-	5.0
DT2031	Arizona Highways Magazine Fund (Non-Appropriated)	16.0	16.0	-	16.0
DT2500	IGA and ISA Fund (Non-Appropriated)	4.0	4.0	-	4.0
	Non-Appropriated Funds Total:	**23.0**	**25.0**	**-**	**25.0**
	Fund Source Total:	**703.5**	**758.0**	**-**	**758.0**
Personal Services					
	Personal Services	56,492.7	60,456.9	-	60,456.9
	Board & Commission Members Compensation	6.0	7.0	-	7.0
	Expenditure Category Total:	**56,498.7**	**60,463.9**	**-**	**60,463.9**
Fund Source					
Appropriated Funds					
DT2005	State Aviation Fund (Appropriated)	651.0	761.7	-	761.7
DT2030	State Highway Fund (Appropriated)	46,663.8	57,477.8	-	57,477.8
DT2226	Air Quality Fund (Appropriated)	100.2	-	-	-
	Appropriated Funds Total:	**47,415.1**	**58,239.5**	**-**	**58,239.5**

Program Expenditure Schedule

Agency: Department of Transportation

		FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program:	**DTA-1-0 Administration**				
Non-Appropriated Funds					
DT2005	State Aviation Fund (Non-Appropriated)	109.8	-	-	-
DT2029	Regional Area Road Fund - Maricopa County (Non-Appropriated)	451.5	-	-	-
DT2030	State Highway Fund (Non-Appropriated)	6,057.5	566.7	-	566.7
DT2031	Arizona Highways Magazine Fund (Non-Appropriated)	1,314.3	1,429.8	-	1,429.8
DT2500	IGA and ISA Fund (Non-Appropriated)	188.7	227.9	-	227.9
DT2985	ADOT Coronavirus State and Local Fiscal Recovery Fund (Non-Appropriated)	53.8	-	-	-
DT3701	Local Agency Deposits Fund (Non-Appropriated)	648.0	-	-	-
DT5004	State Highway Fund Bonds Debt Service Fund (Non-Appropriated)	254.3	-	-	-
DT6000	State Match Advantage for Rural Transportation (SMART) Fund (Non-Appropriated)	5.6	-	-	-
	Non-Appropriated Funds Total:	**9,083.6**	**2,224.4**	**-**	**2,224.4**
	Fund Source Total:	**56,498.7**	**60,463.9**	**-**	**60,463.9**
Employee Related Expenditures					
	Employee Related Expenses	24,086.0	26,911.1	-	26,911.1
	Expenditure Category Total:	**24,086.0**	**26,911.1**	**-**	**26,911.1**
Fund Source					
Appropriated Funds					
DT2005	State Aviation Fund (Appropriated)	337.5	418.4	-	418.4
DT2030	State Highway Fund (Appropriated)	22,439.2	25,626.8	-	25,626.8
DT2226	Air Quality Fund (Appropriated)	57.9	-	-	-
	Appropriated Funds Total:	**22,834.6**	**26,045.2**	**-**	**26,045.2**

Program Expenditure Schedule

Agency: Department of Transportation

		FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program:	**DTA-1-0 Administration**				
Non-Appropriated Funds					
DT2005	State Aviation Fund (Non-Appropriated)	37.2	-	-	-
DT2029	Regional Area Road Fund - Maricopa County (Non-Appropriated)	36.8	-	-	-
DT2030	State Highway Fund (Non-Appropriated)	502.1	239.7	-	239.7
DT2031	Arizona Highways Magazine Fund (Non-Appropriated)	533.7	520.9	-	520.9
DT2097	ADOT Federal Programs Fund (Non-Appropriated)	11.1	-	-	-
DT2500	IGA and ISA Fund (Non-Appropriated)	103.9	105.3	-	105.3
DT3701	Local Agency Deposits Fund (Non-Appropriated)	1.6	-	-	-
DT5004	State Highway Fund Bonds Debt Service Fund (Non-Appropriated)	24.9	-	-	-
	Non-Appropriated Funds Total:	**1,251.4**	**865.9**	**-**	**865.9**
	Fund Source Total:	**24,086.0**	**26,911.1**	**-**	**26,911.1**
Professional & Outside Services					
	Professional and Outside Services	-	8,094.2	3,088.2	11,182.4
	External Professional & Outside Services Budget & Appropriation	25,976.2	-	-	-
	Expenditure Category Total:	**25,976.2**	**8,094.2**	**3,088.2**	**11,182.4**
Fund Source					
Appropriated Funds					
DT2005	State Aviation Fund (Appropriated)	59.3	65.0	78.6	143.6
DT2030	State Highway Fund (Appropriated)	7,242.5	7,413.2	3,009.6	10,422.8
	Appropriated Funds Total:	**7,301.8**	**7,478.2**	**3,088.2**	**10,566.4**

Program Expenditure Schedule

Agency: Department of Transportation

		FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program:	**DTA-1-0 Administration**				
Non-Appropriated Funds					
DT2005	State Aviation Fund (Non-Appropriated)	11,759.0	-	-	-
DT2029	Regional Area Road Fund - Maricopa County (Non-Appropriated)	313.9	-	-	-
DT2030	State Highway Fund (Non-Appropriated)	1,398.3	40.0	-	40.0
DT2031	Arizona Highways Magazine Fund (Non-Appropriated)	538.1	576.0	-	576.0
DT2500	IGA and ISA Fund (Non-Appropriated)	0.1	-	-	-
DT3701	Local Agency Deposits Fund (Non-Appropriated)	81.6	-	-	-
DT5004	State Highway Fund Bonds Debt Service Fund (Non-Appropriated)	4,639.8	-	-	-
DT5008	Regional Area Road Fund Debt Service Fund (Non-Appropriated)	(56.3)	-	-	-
	Non-Appropriated Funds Total:	**18,674.4**	**616.0**	**-**	**616.0**
	Fund Source Total:	**25,976.2**	**8,094.2**	**3,088.2**	**11,182.4**
Travel In-State					
	Travel In-State	170.3	102.8	-	102.8
	Expenditure Category Total:	**170.3**	**102.8**	**-**	**102.8**
Fund Source					
Appropriated Funds					
DT2005	State Aviation Fund (Appropriated)	2.1	1.0	-	1.0
DT2030	State Highway Fund (Appropriated)	148.3	99.4	-	99.4
	Appropriated Funds Total:	**150.4**	**100.4**	**-**	**100.4**
Non-Appropriated Funds					
DT2030	State Highway Fund (Non-Appropriated)	18.8	1.2	-	1.2
DT2031	Arizona Highways Magazine Fund (Non-Appropriated)	0.9	1.2	-	1.2
DT2266	Cash Deposits Fund (Non-Appropriated)	0.2	-	-	-
DT3701	Local Agency Deposits Fund (Non-Appropriated)	(0.0)	-	-	-
	Non-Appropriated Funds Total:	**19.9**	**2.4**	**-**	**2.4**
	Fund Source Total:	**170.3**	**102.8**	**-**	**102.8**
Travel Out-Of-State					
	Travel Out of State	114.6	68.4	-	68.4

Program Expenditure Schedule

Agency: Department of Transportation

		FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program: DTA-1-0 Administration					
	Expenditure Category Total:	**114.6**	**68.4**	**-**	**68.4**
Fund Source					
Appropriated Funds					
DT2005	State Aviation Fund (Appropriated)	0.4	0.5	-	0.5
DT2030	State Highway Fund (Appropriated)	83.2	67.2	-	67.2
	Appropriated Funds Total:	**83.6**	**67.7**	**-**	**67.7**
Non-Appropriated Funds					
DT2029	Regional Area Road Fund - Maricopa County (Non-Appropriated)	1.1	-	-	-
DT2030	State Highway Fund (Non-Appropriated)	27.0	-	-	-
DT2031	Arizona Highways Magazine Fund (Non-Appropriated)	2.9	0.7	-	0.7
	Non-Appropriated Funds Total:	**31.0**	**0.7**	**-**	**0.7**
	Fund Source Total:	**114.6**	**68.4**	**-**	**68.4**
Aid To Organizations & Individuals					
	Aid to Organizations and Individuals	988,933.0	-	-	-
	Expenditure Category Total:	**988,933.0**	**-**	**-**	**-**
Fund Source					
Appropriated Funds					
DT2030	State Highway Fund (Appropriated)	0.1	-	-	-
	Appropriated Funds Total:	**0.1**	**-**	**-**	**-**
Non-Appropriated Funds					
DT2029	Regional Area Road Fund - Maricopa County (Non-Appropriated)	32,821.5	-	-	-
DT2030	State Highway Fund (Non-Appropriated)	30,459.3	-	-	-
DT2479	Regional Area Road Fund - Maricopa (Non-Appropriated)	12,750.8	-	-	-
DT2500	IGA and ISA Fund (Non-Appropriated)	0.0	-	-	-
DT3113	Highway User Revenue Fund (Non-Appropriated)	912,521.0	-	-	-
DT3701	Local Agency Deposits Fund (Non-Appropriated)	380.2	-	-	-
	Non-Appropriated Funds Total:	**988,932.9**	**-**	**-**	**-**
	Fund Source Total:	**988,933.0**	**-**	**-**	**-**
Other Operating Expenditures					

Program Expenditure Schedule

Agency: Department of Transportation

Program: DTA-1-0 Administration

		FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
	Other Operating Expenses	-	68,805.7	4,665.2	73,470.9
	Other Operating Expenditures Budget & Appropriation	71,827.7	-	-	-
	Expenditure Category Total:	**71,827.7**	**68,805.7**	**4,665.2**	**73,470.9**
Fund Source					
Appropriated Funds					
AA1000	General Fund (Appropriated)	500.0	-	-	-
DT2005	State Aviation Fund (Appropriated)	647.8	539.2	468.0	1,007.2
DT2030	State Highway Fund (Appropriated)	57,292.4	62,904.7	4,197.2	67,101.9
DT2272	Vehicle Inspection and Certificate of Title Enforcement Fund (Appropriated)	0.8	1.4	-	1.4
DT2285	Motor Vehicle Liability Insurance Enforcement Fund (Appropriated)	0.6	564.3	-	564.3
DT3113	Highway User Revenue Fund (Appropriated)	2.3	3.6	-	3.6
DT4071	State Fleet Operations Fund (Appropriated)	-	9.5	-	9.5
	Appropriated Funds Total:	**58,443.9**	**64,022.7**	**4,665.2**	**68,687.9**
Non-Appropriated Funds					
DT2005	State Aviation Fund (Non-Appropriated)	155.7	-	-	-
DT2029	Regional Area Road Fund - Maricopa County (Non-Appropriated)	3,986.0	-	-	-
DT2030	State Highway Fund (Non-Appropriated)	6,955.0	1,980.3	-	1,980.3
DT2031	Arizona Highways Magazine Fund (Non-Appropriated)	2,286.3	2,789.7	-	2,789.7
DT2449	Employee Recognition Fund (Non-Appropriated)	1.1	13.0	-	13.0
DT3701	Local Agency Deposits Fund (Non-Appropriated)	0.3	-	-	-
DT5004	State Highway Fund Bonds Debt Service Fund (Non-Appropriated)	(0.5)	-	-	-
	Non-Appropriated Funds Total:	**13,383.9**	**4,783.0**	**-**	**4,783.0**
	Fund Source Total:	**71,827.7**	**68,805.7**	**4,665.2**	**73,470.9**
Capital Outlay					
	Capital Outlay	23.4	18.1	-	18.1
	Expenditure Category Total:	**23.4**	**18.1**	**-**	**18.1**
Fund Source					

Program Expenditure Schedule

Agency: Department of Transportation

		FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program:	**DTA-1-0 Administration**				
Appropriated Funds					
DT2005	State Aviation Fund (Appropriated)	1.1	1.2	-	1.2
DT2030	State Highway Fund (Appropriated)	15.5	16.9	-	16.9
	Appropriated Funds Total:	**16.7**	**18.1**	**-**	**18.1**
Non-Appropriated Funds					
DT2029	Regional Area Road Fund - Maricopa County (Non-Appropriated)	(56.3)	-	-	-
DT2030	State Highway Fund (Non-Appropriated)	625.3	-	-	-
DT3701	Local Agency Deposits Fund (Non-Appropriated)	(618.6)	-	-	-
DT5008	Regional Area Road Fund Debt Service Fund (Non-Appropriated)	56.3	-	-	-
	Non-Appropriated Funds Total:	**6.7**	**-**	**-**	**-**
	Fund Source Total:	**23.4**	**18.1**	**-**	**18.1**
Capital Equipment					
	Capital Equipment	-	21,801.5	-	21,801.5
	Capital Equipment Budget & Appropriation	19,701.6	-	-	-
	Expenditure Category Total:	**19,701.6**	**21,801.5**	**-**	**21,801.5**
Fund Source					
Appropriated Funds					
DT2005	State Aviation Fund (Appropriated)	24.1	-	-	-
DT2030	State Highway Fund (Appropriated)	19,312.2	21,801.5	-	21,801.5
	Appropriated Funds Total:	**19,336.2**	**21,801.5**	**-**	**21,801.5**
Non-Appropriated Funds					
DT2030	State Highway Fund (Non-Appropriated)	365.4	-	-	-
	Non-Appropriated Funds Total:	**365.4**	**-**	**-**	**-**
	Fund Source Total:	**19,701.6**	**21,801.5**	**-**	**21,801.5**
Non-Capital Equipment					
	Non-Capital Resources	-	1,496.9	6.0	1,502.9
	Non-Capital Equipment Budget & Appropriation	2,349.9	-	-	-
	Expenditure Category Total:	**2,349.9**	**1,496.9**	**6.0**	**1,502.9**
Fund Source					

Program Expenditure Schedule

Agency: Department of Transportation

		FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program:	**DTA-1-0 Administration**				
Appropriated Funds					
DT2005	State Aviation Fund (Appropriated)	8.9	12.0	6.0	18.0
DT2030	State Highway Fund (Appropriated)	2,276.1	1,472.9	-	1,472.9
	Appropriated Funds Total:	**2,284.9**	**1,484.9**	**6.0**	**1,490.9**
Non-Appropriated Funds					
DT2030	State Highway Fund (Non-Appropriated)	54.2	-	-	-
DT2031	Arizona Highways Magazine Fund (Non-Appropriated)	10.7	12.0	-	12.0
	Non-Appropriated Funds Total:	**65.0**	**12.0**	**-**	**12.0**
	Fund Source Total:	**2,349.9**	**1,496.9**	**6.0**	**1,502.9**
Debt Service					
	Debt Service	337,629.1	-	-	-
	Expenditure Category Total:	**337,629.1**	**-**	**-**	**-**
Fund Source					
Non-Appropriated Funds					
DT2463	Grant Anticipation Notes Fund (Non-Appropriated)	29,970.5	-	-	-
DT5004	State Highway Fund Bonds Debt Service Fund (Non-Appropriated)	307,658.6	-	-	-
	Non-Appropriated Funds Total:	**337,629.1**	**-**	**-**	**-**
	Fund Source Total:	**337,629.1**	**-**	**-**	**-**
Cost Allocation & Indirect Costs					
	Cost Allocation	(9,458.0)	(63,800.0)	-	(63,800.0)
	Expenditure Category Total:	**(9,458.0)**	**(63,800.0)**	**-**	**(63,800.0)**
Fund Source					
Appropriated Funds					
DT2030	State Highway Fund (Appropriated)	(57,044.2)	(65,200.0)	-	(65,200.0)
DT4071	State Fleet Operations Fund (Appropriated)	-	1,400.0	-	1,400.0
	Appropriated Funds Total:	**(57,044.2)**	**(63,800.0)**	**-**	**(63,800.0)**

Program Expenditure Schedule

Agency: Department of Transportation

		FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program:	**DTA-1-0 Administration**				
Non-Appropriated Funds					
DT2029	Regional Area Road Fund - Maricopa County (Non-Appropriated)	37,909.1	-	-	-
DT2030	State Highway Fund (Non-Appropriated)	(10,607.8)	-	-	-
DT2097	ADOT Federal Programs Fund (Non-Appropriated)	135.8	-	-	-
DT2479	Regional Area Road Fund - Maricopa (Non-Appropriated)	0.1	-	-	-
DT2985	ADOT Coronavirus State and Local Fiscal Recovery Fund (Non-Appropriated)	2,544.2	-	-	-
DT5004	State Highway Fund Bonds Debt Service Fund (Non-Appropriated)	17,597.4	-	-	-
DT5906	Smart Corridor Highway Trust Fund (Non-Appropriated)	-	-	-	-
DT6000	State Match Advantage for Rural Transportation (SMART) Fund (Non-Appropriated)	7.3	-	-	-
	Non-Appropriated Funds Total:	**47,586.1**	**-**	**-**	**-**
	Fund Source Total:	**(9,458.0)**	**(63,800.0)**	**-**	**(63,800.0)**
Transfers-Out					
	Transfers	55,968.2	465.7	-	465.7
	Expenditure Category Total:	**55,968.2**	**465.7**	**-**	**465.7**
Fund Source					
Appropriated Funds					
DT2030	State Highway Fund (Appropriated)	935.7	465.7	-	465.7
	Appropriated Funds Total:	**935.7**	**465.7**	**-**	**465.7**
Non-Appropriated Funds					
DT2030	State Highway Fund (Non-Appropriated)	15,963.2	-	-	-
DT2463	Grant Anticipation Notes Fund (Non-Appropriated)	29,970.5	-	-	-
DT5004	State Highway Fund Bonds Debt Service Fund (Non-Appropriated)	1,985.3	-	-	-
DT5008	Regional Area Road Fund Debt Service Fund (Non-Appropriated)	413.5	-	-	-
DT6000	State Match Advantage for Rural Transportation (SMART) Fund (Non-Appropriated)	6,700.0	-	-	-
	Non-Appropriated Funds Total:	**55,032.5**	**-**	**-**	**-**

Program Expenditure Schedule

Agency: Department of Transportation

	FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program: DTA-1-0 Administration				
Fund Source Total:	**55,968.2**	**465.7**	**-**	**465.7**

Employee Retirement Coverage

Retirement System	FTE	Personal Services	Fund#
Non-Participating	8.0	762.1	DT2030-A
Arizona State Retirement System	12.0	761.7	DT2005-A
Arizona State Retirement System	713.0	56,715.7	DT2030-A
Arizona State Retirement System	5.0	566.7	DT2030-N
Arizona State Retirement System	16.0	1,429.8	DT2031-N
Arizona State Retirement System	4.0	227.9	DT2500-N

Sub Program: DTA-1-1 **Director's Office/Transportation Board**

FTE

	FTE	15.0	12.0	-	12.0
	Expenditure Category Total:	**-**	**-**	**-**	**-**

Fund Source

Appropriated Funds

DT2030	State Highway Fund (Appropriated)	15.0	12.0	-	12.0
	Appropriated Funds Total:	**15.0**	**12.0**	**-**	**12.0**
	Fund Source Total:	**15.0**	**12.0**	**-**	**12.0**

Personal Services

	Personal Services	2,183.9	1,793.9	-	1,793.9
	Board & Commission Members Compensation	6.0	7.0	-	7.0
	Expenditure Category Total:	**2,189.9**	**1,800.9**	**-**	**1,800.9**

Fund Source

Appropriated Funds

DT2030	State Highway Fund (Appropriated)	2,189.9	1,800.9	-	1,800.9
	Appropriated Funds Total:	**2,189.9**	**1,800.9**	**-**	**1,800.9**
	Fund Source Total:	**2,189.9**	**1,800.9**	**-**	**1,800.9**

Program Expenditure Schedule

Agency: Department of Transportation

		FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program:	**DTA-1-0 Administration**				
Sub Program:	DTA-1-1 **Director's Office/Transportation Board**				
Employee Related Expenditures					
	Employee Related Expenses	744.0	645.9	-	645.9
	Expenditure Category Total:	**744.0**	**645.9**	**-**	**645.9**
Fund Source					
Appropriated Funds					
DT2030	State Highway Fund (Appropriated)	744.0	645.9	-	645.9
	Appropriated Funds Total:	**744.0**	**645.9**	**-**	**645.9**
	Fund Source Total:	**744.0**	**645.9**	**-**	**645.9**
Professional & Outside Services					
	Professional and Outside Services	-	270.0	-	270.0
	External Professional & Outside Services Budget & Appropriation	307.8	-	-	-
	Expenditure Category Total:	**307.8**	**270.0**	**-**	**270.0**
Fund Source					
Appropriated Funds					
DT2030	State Highway Fund (Appropriated)	307.8	270.0	-	270.0
	Appropriated Funds Total:	**307.8**	**270.0**	**-**	**270.0**
	Fund Source Total:	**307.8**	**270.0**	**-**	**270.0**
Travel In-State					
	Travel In-State	32.3	45.0	-	45.0
	Expenditure Category Total:	**32.3**	**45.0**	**-**	**45.0**
Fund Source					
Appropriated Funds					
DT2030	State Highway Fund (Appropriated)	32.3	45.0	-	45.0
	Appropriated Funds Total:	**32.3**	**45.0**	**-**	**45.0**
	Fund Source Total:	**32.3**	**45.0**	**-**	**45.0**

Program Expenditure Schedule

Agency: Department of Transportation

		FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program:	**DTA-1-0 Administration**				
Sub Program:	DTA-1-1 **Director's Office/Transportation Board**				
Travel Out-Of-State					
	Travel Out of State	27.4	26.0	-	26.0
	Expenditure Category Total:	**27.4**	**26.0**	**-**	**26.0**
Fund Source					
Appropriated Funds					
DT2030	State Highway Fund (Appropriated)	27.4	26.0	-	26.0
	Appropriated Funds Total:	**27.4**	**26.0**	**-**	**26.0**
	Fund Source Total:	**27.4**	**26.0**	**-**	**26.0**
Other Operating Expenditures					
	Other Operating Expenses	-	67.9	-	67.9
	Other Operating Expenditures Budget & Appropriation	121.0	-	-	-
	Expenditure Category Total:	**121.0**	**67.9**	**-**	**67.9**
Fund Source					
Appropriated Funds					
DT2030	State Highway Fund (Appropriated)	121.0	67.9	-	67.9
	Appropriated Funds Total:	**121.0**	**67.9**	**-**	**67.9**
	Fund Source Total:	**121.0**	**67.9**	**-**	**67.9**
Capital Outlay					
	Capital Outlay	2.0	-	-	-
	Expenditure Category Total:	**2.0**	**-**	**-**	**-**
Fund Source					
Appropriated Funds					
DT2030	State Highway Fund (Appropriated)	2.0	-	-	-
	Appropriated Funds Total:	**2.0**	**-**	**-**	**-**
	Fund Source Total:	**2.0**	**-**	**-**	**-**

Program Expenditure Schedule

Agency: Department of Transportation

		FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program:	**DTA-1-0 Administration**				
Sub Program:	DTA-1-1 **Director's Office/Transportation Board**				
Non-Capital Equipment					
	Non-Capital Resources	-	2.0	-	2.0
	Non-Capital Equipment Budget & Appropriation	5.9	-	-	-
	Expenditure Category Total:	**5.9**	**2.0**	**-**	**2.0**
Fund Source					
Appropriated Funds					
DT2030	State Highway Fund (Appropriated)	5.9	2.0	-	2.0
	Appropriated Funds Total:	**5.9**	**2.0**	**-**	**2.0**
	Fund Source Total:	**5.9**	**2.0**	**-**	**2.0**
Transfers-Out					
	Transfers	225.7	225.7	-	225.7
	Expenditure Category Total:	**225.7**	**225.7**	**-**	**225.7**
Fund Source					
Appropriated Funds					
DT2030	State Highway Fund (Appropriated)	225.7	225.7	-	225.7
	Appropriated Funds Total:	**225.7**	**225.7**	**-**	**225.7**
	Fund Source Total:	**225.7**	**225.7**	**-**	**225.7**

Employee Retirement Coverage

Retirement System	FTE	Personal Services	Fund#
Non-Participating	2.0	512.1	DT2030-A
Arizona State Retirement System	10.0	1,288.8	DT2030-A

Sub Program: DTA-1-2 **Transportation Support Services**

Program Expenditure Schedule

Agency: Department of Transportation

		FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program:	**DTA-1-0 Administration**				
Sub Program:	DTA-1-2 **Transportation Support Services**				
FTE					
	FTE	672.5	730.0	-	730.0
	Expenditure Category Total:	**-**	**-**	**-**	**-**
Fund Source					
Appropriated Funds					
DT2005	State Aviation Fund (Appropriated)	11.0	12.0	-	12.0
DT2030	State Highway Fund (Appropriated)	654.5	709.0	-	709.0
	Appropriated Funds Total:	**665.5**	**721.0**	**-**	**721.0**
Non-Appropriated Funds					
DT2030	State Highway Fund (Non-Appropriated)	3.0	5.0	-	5.0
DT2500	IGA and ISA Fund (Non-Appropriated)	4.0	4.0	-	4.0
	Non-Appropriated Funds Total:	**7.0**	**9.0**	**-**	**9.0**
	Fund Source Total:	**672.5**	**730.0**	**-**	**730.0**

Program Expenditure Schedule

Agency: Department of Transportation

		FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program:	**DTA-1-0 Administration**				
Sub Program:	DTA-1-2 **Transportation Support Services**				
Personal Services					
	Personal Services	52,994.5	57,233.2	-	57,233.2
	Expenditure Category Total:	**52,994.5**	**57,233.2**	**-**	**57,233.2**
Fund Source					
Appropriated Funds					
DT2005	State Aviation Fund (Appropriated)	651.0	761.7	-	761.7
DT2030	State Highway Fund (Appropriated)	44,473.9	55,676.9	-	55,676.9
DT2226	Air Quality Fund (Appropriated)	100.2	-	-	-
	Appropriated Funds Total:	**45,225.1**	**56,438.6**	**-**	**56,438.6**
Non-Appropriated Funds					
DT2005	State Aviation Fund (Non-Appropriated)	109.8	-	-	-
DT2029	Regional Area Road Fund - Maricopa County (Non-Appropriated)	451.5	-	-	-
DT2030	State Highway Fund (Non-Appropriated)	6,057.5	566.7	-	566.7
DT2500	IGA and ISA Fund (Non-Appropriated)	188.7	227.9	-	227.9
DT2985	ADOT Coronavirus State and Local Fiscal Recovery Fund (Non-Appropriated)	53.8	-	-	-
DT3701	Local Agency Deposits Fund (Non-Appropriated)	648.0	-	-	-
DT5004	State Highway Fund Bonds Debt Service Fund (Non-Appropriated)	254.3	-	-	-
DT6000	State Match Advantage for Rural Transportation (SMART) Fund (Non-Appropriated)	5.6	-	-	-
	Non-Appropriated Funds Total:	**7,769.3**	**794.6**	**-**	**794.6**
	Fund Source Total:	**52,994.5**	**57,233.2**	**-**	**57,233.2**

Program Expenditure Schedule

Agency: Department of Transportation

		FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program:	**DTA-1-0 Administration**				
Sub Program:	DTA-1-2 **Transportation Support Services**				
Employee Related Expenditures					
	Employee Related Expenses	22,808.3	25,744.3	-	25,744.3
	Expenditure Category Total:	**22,808.3**	**25,744.3**	**-**	**25,744.3**
Fund Source					
Appropriated Funds					
DT2005	State Aviation Fund (Appropriated)	337.5	418.4	-	418.4
DT2030	State Highway Fund (Appropriated)	21,695.2	24,980.9	-	24,980.9
DT2226	Air Quality Fund (Appropriated)	57.9	-	-	-
	Appropriated Funds Total:	**22,090.6**	**25,399.3**	**-**	**25,399.3**
Non-Appropriated Funds					
DT2005	State Aviation Fund (Non-Appropriated)	37.2	-	-	-
DT2029	Regional Area Road Fund - Maricopa County (Non-Appropriated)	36.8	-	-	-
DT2030	State Highway Fund (Non-Appropriated)	502.1	239.7	-	239.7
DT2097	ADOT Federal Programs Fund (Non-Appropriated)	11.1	-	-	-
DT2500	IGA and ISA Fund (Non-Appropriated)	103.9	105.3	-	105.3
DT3701	Local Agency Deposits Fund (Non-Appropriated)	1.6	-	-	-
DT5004	State Highway Fund Bonds Debt Service Fund (Non-Appropriated)	24.9	-	-	-
	Non-Appropriated Funds Total:	**717.7**	**345.0**	**-**	**345.0**
	Fund Source Total:	**22,808.3**	**25,744.3**	**-**	**25,744.3**

Program Expenditure Schedule

Agency: Department of Transportation

		FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program:	**DTA-1-0 Administration**				
Sub Program:	DTA-1-2 **Transportation Support Services**				
Professional & Outside Services					
	Professional and Outside Services	-	3,307.8	2,178.6	5,486.4
	External Professional & Outside Services Budget & Appropriation	21,190.0	-	-	-
	Expenditure Category Total:	**21,190.0**	**3,307.8**	**2,178.6**	**5,486.4**
Fund Source					
Appropriated Funds					
DT2005	State Aviation Fund (Appropriated)	59.3	65.0	78.6	143.6
DT2030	State Highway Fund (Appropriated)	2,994.3	3,202.8	2,100.0	5,302.8
	Appropriated Funds Total:	**3,053.6**	**3,267.8**	**2,178.6**	**5,446.4**
Non-Appropriated Funds					
DT2005	State Aviation Fund (Non-Appropriated)	11,759.0	-	-	-
DT2029	Regional Area Road Fund - Maricopa County (Non-Appropriated)	313.9	-	-	-
DT2030	State Highway Fund (Non-Appropriated)	1,398.3	40.0	-	40.0
DT2500	IGA and ISA Fund (Non-Appropriated)	0.1	-	-	-
DT3701	Local Agency Deposits Fund (Non-Appropriated)	81.6	-	-	-
DT5004	State Highway Fund Bonds Debt Service Fund (Non-Appropriated)	4,639.8	-	-	-
DT5008	Regional Area Road Fund Debt Service Fund (Non-Appropriated)	(56.3)	-	-	-
	Non-Appropriated Funds Total:	**18,136.3**	**40.0**	**-**	**40.0**
	Fund Source Total:	**21,190.0**	**3,307.8**	**2,178.6**	**5,486.4**

Program Expenditure Schedule

Agency: Department of Transportation

		FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program:	**DTA-1-0 Administration**				
Sub Program:	DTA-1-2 **Transportation Support Services**				
Travel In-State					
	Travel In-State	137.1	56.6	-	56.6
	Expenditure Category Total:	**137.1**	**56.6**	**-**	**56.6**
Fund Source					
Appropriated Funds					
DT2005	State Aviation Fund (Appropriated)	2.1	1.0	-	1.0
DT2030	State Highway Fund (Appropriated)	116.0	54.4	-	54.4
	Appropriated Funds Total:	**118.1**	**55.4**	**-**	**55.4**
Non-Appropriated Funds					
DT2030	State Highway Fund (Non-Appropriated)	18.8	1.2	-	1.2
DT2266	Cash Deposits Fund (Non-Appropriated)	0.2	-	-	-
DT3701	Local Agency Deposits Fund (Non-Appropriated)	(0.0)	-	-	-
	Non-Appropriated Funds Total:	**19.0**	**1.2**	**-**	**1.2**
	Fund Source Total:	**137.1**	**56.6**	**-**	**56.6**
Travel Out-Of-State					
	Travel Out of State	84.3	41.7	-	41.7
	Expenditure Category Total:	**84.3**	**41.7**	**-**	**41.7**
Fund Source					
Appropriated Funds					
DT2005	State Aviation Fund (Appropriated)	0.4	0.5	-	0.5
DT2030	State Highway Fund (Appropriated)	55.7	41.2	-	41.2
	Appropriated Funds Total:	**56.2**	**41.7**	**-**	**41.7**
Non-Appropriated Funds					
DT2029	Regional Area Road Fund - Maricopa County (Non-Appropriated)	1.1	-	-	-
DT2030	State Highway Fund (Non-Appropriated)	27.0	-	-	-
	Non-Appropriated Funds Total:	**28.1**	**-**	**-**	**-**
	Fund Source Total:	**84.3**	**41.7**	**-**	**41.7**

Program Expenditure Schedule

Agency: Department of Transportation

		FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program:	**DTA-1-0 Administration**				
Sub Program:	DTA-1-2 **Transportation Support Services**				
Aid To Organizations & Individuals					
	Aid to Organizations and Individuals	988,933.0	-	-	-
	Expenditure Category Total:	**988,933.0**	**-**	**-**	**-**
Fund Source					
Appropriated Funds					
DT2030	State Highway Fund (Appropriated)	0.1	-	-	-
	Appropriated Funds Total:	**0.1**	**-**	**-**	**-**
Non-Appropriated Funds					
DT2029	Regional Area Road Fund - Maricopa County (Non-Appropriated)	32,821.5	-	-	-
DT2030	State Highway Fund (Non-Appropriated)	30,459.3	-	-	-
DT2479	Regional Area Road Fund - Maricopa (Non-Appropriated)	12,750.8	-	-	-
DT2500	IGA and ISA Fund (Non-Appropriated)	0.0	-	-	-
DT3113	Highway User Revenue Fund (Non-Appropriated)	912,521.0	-	-	-
DT3701	Local Agency Deposits Fund (Non-Appropriated)	380.2	-	-	-
	Non-Appropriated Funds Total:	**988,932.9**	**-**	**-**	**-**
	Fund Source Total:	**988,933.0**	**-**	**-**	**-**

Program Expenditure Schedule

Agency: Department of Transportation

		FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program:	**DTA-1-0 Administration**				
Sub Program:	DTA-1-2 **Transportation Support Services**				
Other Operating Expenditures					
	Other Operating Expenses	-	64,548.1	4,665.2	69,213.3
	Other Operating Expenditures Budget & Appropriation	68,648.8	-	-	-
	Expenditure Category Total:	**68,648.8**	**64,548.1**	**4,665.2**	**69,213.3**
Fund Source					
Appropriated Funds					
DT2005	State Aviation Fund (Appropriated)	647.8	539.2	468.0	1,007.2
DT2030	State Highway Fund (Appropriated)	56,899.8	61,436.8	4,197.2	65,634.0
DT2272	Vehicle Inspection and Certificate of Title Enforcement Fund (Appropriated)	0.8	1.4	-	1.4
DT2285	Motor Vehicle Liability Insurance Enforcement Fund (Appropriated)	0.6	564.3	-	564.3
DT3113	Highway User Revenue Fund (Appropriated)	2.3	3.6	-	3.6
DT4071	State Fleet Operations Fund (Appropriated)	-	9.5	-	9.5
	Appropriated Funds Total:	**57,551.3**	**62,554.8**	**4,665.2**	**67,220.0**
Non-Appropriated Funds					
DT2005	State Aviation Fund (Non-Appropriated)	155.7	-	-	-
DT2029	Regional Area Road Fund - Maricopa County (Non-Appropriated)	3,986.0	-	-	-
DT2030	State Highway Fund (Non-Appropriated)	6,955.0	1,980.3	-	1,980.3
DT2449	Employee Recognition Fund (Non-Appropriated)	1.1	13.0	-	13.0
DT3701	Local Agency Deposits Fund (Non-Appropriated)	0.3	-	-	-
DT5004	State Highway Fund Bonds Debt Service Fund (Non-Appropriated)	(0.5)	-	-	-
	Non-Appropriated Funds Total:	**11,097.5**	**1,993.3**	**-**	**1,993.3**
	Fund Source Total:	**68,648.8**	**64,548.1**	**4,665.2**	**69,213.3**

Program Expenditure Schedule

Agency: Department of Transportation

		FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program:	**DTA-1-0 Administration**				
Sub Program:	DTA-1-2 **Transportation Support Services**				
Capital Outlay					
	Capital Outlay	21.5	18.1	-	18.1
	Expenditure Category Total:	**21.5**	**18.1**	**-**	**18.1**
Fund Source					
Appropriated Funds					
DT2005	State Aviation Fund (Appropriated)	1.1	1.2	-	1.2
DT2030	State Highway Fund (Appropriated)	13.6	16.9	-	16.9
	Appropriated Funds Total:	**14.7**	**18.1**	**-**	**18.1**
Non-Appropriated Funds					
DT2029	Regional Area Road Fund - Maricopa County (Non-Appropriated)	(56.3)	-	-	-
DT2030	State Highway Fund (Non-Appropriated)	625.3	-	-	-
DT3701	Local Agency Deposits Fund (Non-Appropriated)	(618.6)	-	-	-
DT5008	Regional Area Road Fund Debt Service Fund (Non-Appropriated)	56.3	-	-	-
	Non-Appropriated Funds Total:	**6.7**	**-**	**-**	**-**
	Fund Source Total:	**21.5**	**18.1**	**-**	**18.1**
Capital Equipment					
	Capital Equipment	-	801.5	-	801.5
	Capital Equipment Budget & Appropriation	902.4	-	-	-
	Expenditure Category Total:	**902.4**	**801.5**	**-**	**801.5**
Fund Source					
Appropriated Funds					
DT2005	State Aviation Fund (Appropriated)	24.1	-	-	-
DT2030	State Highway Fund (Appropriated)	512.9	801.5	-	801.5
	Appropriated Funds Total:	**537.0**	**801.5**	**-**	**801.5**
Non-Appropriated Funds					
DT2030	State Highway Fund (Non-Appropriated)	365.4	-	-	-
	Non-Appropriated Funds Total:	**365.4**	**-**	**-**	**-**
	Fund Source Total:	**902.4**	**801.5**	**-**	**801.5**

Program Expenditure Schedule

Agency: Department of Transportation

		FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program:	**DTA-1-0 Administration**				
Sub Program:	DTA-1-2 **Transportation Support Services**				
Non-Capital Equipment					
	Non-Capital Resources	-	1,482.9	6.0	1,488.9
	Non-Capital Equipment Budget & Appropriation	2,323.6	-	-	-
	Expenditure Category Total:	**2,323.6**	**1,482.9**	**6.0**	**1,488.9**
Fund Source					
Appropriated Funds					
DT2005	State Aviation Fund (Appropriated)	8.9	12.0	6.0	18.0
DT2030	State Highway Fund (Appropriated)	2,260.5	1,470.9	-	1,470.9
	Appropriated Funds Total:	**2,269.4**	**1,482.9**	**6.0**	**1,488.9**
Non-Appropriated Funds					
DT2030	State Highway Fund (Non-Appropriated)	54.2	-	-	-
	Non-Appropriated Funds Total:	**54.2**	**-**	**-**	**-**
	Fund Source Total:	**2,323.6**	**1,482.9**	**6.0**	**1,488.9**
Debt Service					
	Debt Service	337,629.1	-	-	-
	Expenditure Category Total:	**337,629.1**	**-**	**-**	**-**
Fund Source					
Non-Appropriated Funds					
DT2463	Grant Anticipation Notes Fund (Non-Appropriated)	29,970.5	-	-	-
DT5004	State Highway Fund Bonds Debt Service Fund (Non-Appropriated)	307,658.6	-	-	-
	Non-Appropriated Funds Total:	**337,629.1**	**-**	**-**	**-**
	Fund Source Total:	**337,629.1**	**-**	**-**	**-**

Program Expenditure Schedule

Agency: Department of Transportation

		FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program:	**DTA-1-0 Administration**				
Sub Program:	DTA-1-2 **Transportation Support Services**				
Cost Allocation & Indirect Costs					
	Cost Allocation	(9,458.0)	(63,800.0)	-	(63,800.0)
	Expenditure Category Total:	**(9,458.0)**	**(63,800.0)**	**-**	**(63,800.0)**
Fund Source					
Appropriated Funds					
DT2030	State Highway Fund (Appropriated)	(57,044.2)	(65,200.0)	-	(65,200.0)
DT4071	State Fleet Operations Fund (Appropriated)	-	1,400.0	-	1,400.0
	Appropriated Funds Total:	**(57,044.2)**	**(63,800.0)**	**-**	**(63,800.0)**
Non-Appropriated Funds					
DT2029	Regional Area Road Fund - Maricopa County (Non-Appropriated)	37,909.1	-	-	-
DT2030	State Highway Fund (Non-Appropriated)	(10,607.8)	-	-	-
DT2097	ADOT Federal Programs Fund (Non-Appropriated)	135.8	-	-	-
DT2479	Regional Area Road Fund - Maricopa (Non-Appropriated)	0.1	-	-	-
DT2985	ADOT Coronavirus State and Local Fiscal Recovery Fund (Non-Appropriated)	2,544.2	-	-	-
DT5004	State Highway Fund Bonds Debt Service Fund (Non-Appropriated)	17,597.4	-	-	-
DT5906	Smart Corridor Highway Trust Fund (Non-Appropriated)	-	-	-	-
DT6000	State Match Advantage for Rural Transportation (SMART) Fund (Non-Appropriated)	7.3	-	-	-
	Non-Appropriated Funds Total:	**47,586.1**	**-**	**-**	**-**
	Fund Source Total:	**(9,458.0)**	**(63,800.0)**	**-**	**(63,800.0)**

Program Expenditure Schedule

Agency: Department of Transportation

		FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program:	**DTA-1-0 Administration**				
Sub Program:	DTA-1-2 **Transportation Support Services**				
Transfers-Out					
	Transfers	55,742.5	240.0	-	240.0
	Expenditure Category Total:	**55,742.5**	**240.0**	**-**	**240.0**
Fund Source					
Appropriated Funds					
DT2030	State Highway Fund (Appropriated)	710.0	240.0	-	240.0
	Appropriated Funds Total:	**710.0**	**240.0**	**-**	**240.0**
Non-Appropriated Funds					
DT2030	State Highway Fund (Non-Appropriated)	15,963.2	-	-	-
DT2463	Grant Anticipation Notes Fund (Non-Appropriated)	29,970.5	-	-	-
DT5004	State Highway Fund Bonds Debt Service Fund (Non-Appropriated)	1,985.3	-	-	-
DT5008	Regional Area Road Fund Debt Service Fund (Non-Appropriated)	413.5	-	-	-
DT6000	State Match Advantage for Rural Transportation (SMART) Fund (Non-Appropriated)	6,700.0	-	-	-
	Non-Appropriated Funds Total:	**55,032.5**	**-**	**-**	**-**
	Fund Source Total:	**55,742.5**	**240.0**	**-**	**240.0**

Employee Retirement Coverage

Retirement System	FTE	Personal Services	Fund#
Non-Participating	6.0	250.0	DT2030-A
Arizona State Retirement System	12.0	761.7	DT2005-A
Arizona State Retirement System	703.0	55,426.9	DT2030-A
Arizona State Retirement System	5.0	566.7	DT2030-N
Arizona State Retirement System	4.0	227.9	DT2500-N

Sub Program: DTA-1-3 **Arizona Highways Magazine**

Program Expenditure Schedule

Agency: Department of Transportation

		FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program:	**DTA-1-0 Administration**				
Sub Program:	DTA-1-3 **Arizona Highways Magazine**				
FTE					
	FTE	16.0	16.0	-	16.0
	Expenditure Category Total:	**-**	**-**	**-**	**-**
Fund Source					
Non-Appropriated Funds					
DT2031	Arizona Highways Magazine Fund (Non-Appropriated)	16.0	16.0	-	16.0
	Non-Appropriated Funds Total:	**16.0**	**16.0**	**-**	**16.0**
	Fund Source Total:	**16.0**	**16.0**	**-**	**16.0**
Personal Services					
	Personal Services	1,314.3	1,429.8	-	1,429.8
	Expenditure Category Total:	**1,314.3**	**1,429.8**	**-**	**1,429.8**
Fund Source					
Non-Appropriated Funds					
DT2031	Arizona Highways Magazine Fund (Non-Appropriated)	1,314.3	1,429.8	-	1,429.8
	Non-Appropriated Funds Total:	**1,314.3**	**1,429.8**	**-**	**1,429.8**
	Fund Source Total:	**1,314.3**	**1,429.8**	**-**	**1,429.8**
Employee Related Expenditures					
	Employee Related Expenses	533.7	520.9	-	520.9
	Expenditure Category Total:	**533.7**	**520.9**	**-**	**520.9**
Fund Source					
Non-Appropriated Funds					
DT2031	Arizona Highways Magazine Fund (Non-Appropriated)	533.7	520.9	-	520.9
	Non-Appropriated Funds Total:	**533.7**	**520.9**	**-**	**520.9**
	Fund Source Total:	**533.7**	**520.9**	**-**	**520.9**

Program Expenditure Schedule

Agency: Department of Transportation

		FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program:	**DTA-1-0 Administration**				
Sub Program:	DTA-1-3 **Arizona Highways Magazine**				
Professional & Outside Services					
	Professional and Outside Services	-	576.0	-	576.0
	External Professional & Outside Services Budget & Appropriation	538.1	-	-	-
	Expenditure Category Total:	**538.1**	**576.0**	**-**	**576.0**
Fund Source					
Non-Appropriated Funds					
DT2031	Arizona Highways Magazine Fund (Non-Appropriated)	538.1	576.0	-	576.0
	Non-Appropriated Funds Total:	**538.1**	**576.0**	**-**	**576.0**
	Fund Source Total:	**538.1**	**576.0**	**-**	**576.0**
Travel In-State					
	Travel In-State	0.9	1.2	-	1.2
	Expenditure Category Total:	**0.9**	**1.2**	**-**	**1.2**
Fund Source					
Non-Appropriated Funds					
DT2031	Arizona Highways Magazine Fund (Non-Appropriated)	0.9	1.2	-	1.2
	Non-Appropriated Funds Total:	**0.9**	**1.2**	**-**	**1.2**
	Fund Source Total:	**0.9**	**1.2**	**-**	**1.2**
Travel Out-Of-State					
	Travel Out of State	2.9	0.7	-	0.7
	Expenditure Category Total:	**2.9**	**0.7**	**-**	**0.7**
Fund Source					
Non-Appropriated Funds					
DT2031	Arizona Highways Magazine Fund (Non-Appropriated)	2.9	0.7	-	0.7
	Non-Appropriated Funds Total:	**2.9**	**0.7**	**-**	**0.7**
	Fund Source Total:	**2.9**	**0.7**	**-**	**0.7**

Program Expenditure Schedule

Agency: Department of Transportation

		FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program:	**DTA-1-0 Administration**				
Sub Program:	DTA-1-3 **Arizona Highways Magazine**				
Other Operating Expenditures					
	Other Operating Expenses	-	2,789.7	-	2,789.7
	Other Operating Expenditures Budget & Appropriation	2,286.3	-	-	-
	Expenditure Category Total:	**2,286.3**	**2,789.7**	**-**	**2,789.7**
Fund Source					
Non-Appropriated Funds					
DT2031	Arizona Highways Magazine Fund (Non-Appropriated)	2,286.3	2,789.7	-	2,789.7
	Non-Appropriated Funds Total:	**2,286.3**	**2,789.7**	**-**	**2,789.7**
	Fund Source Total:	**2,286.3**	**2,789.7**	**-**	**2,789.7**
Non-Capital Equipment					
	Non-Capital Resources	-	12.0	-	12.0
	Non-Capital Equipment Budget & Appropriation	10.7	-	-	-
	Expenditure Category Total:	**10.7**	**12.0**	**-**	**12.0**
Fund Source					
Non-Appropriated Funds					
DT2031	Arizona Highways Magazine Fund (Non-Appropriated)	10.7	12.0	-	12.0
	Non-Appropriated Funds Total:	**10.7**	**12.0**	**-**	**12.0**
	Fund Source Total:	**10.7**	**12.0**	**-**	**12.0**

Employee Retirement Coverage

Retirement System	FTE	Personal Services	Fund#
Arizona State Retirement System	16.0	1,429.8	DT2031-N

Program Expenditure Schedule

Agency: Department of Transportation

		FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program:	**DTA-1-0 Administration**				
Sub Program:	DTA-1-4 **SLI Attorney General Legal Services**				
Professional & Outside Services					
	Professional and Outside Services	-	3,940.4	909.6	4,850.0
	External Professional & Outside Services Budget & Appropriation	3,940.4	-	-	-
	Expenditure Category Total:	**3,940.4**	**3,940.4**	**909.6**	**4,850.0**
Fund Source					
Appropriated Funds					
DT2030	State Highway Fund (Appropriated)	3,940.4	3,940.4	909.6	4,850.0
	Appropriated Funds Total:	**3,940.4**	**3,940.4**	**909.6**	**4,850.0**
	Fund Source Total:	**3,940.4**	**3,940.4**	**909.6**	**4,850.0**

Employee Retirement Coverage

Retirement System	FTE	Personal Services	Fund#
	-	-	

Sub Program:	DTA-1-9 **SLI ADOT Fleet Replacement**				
Other Operating Expenditures					
	Other Operating Expenses	-	1,400.0	-	1,400.0
	Other Operating Expenditures Budget & Appropriation	271.6	-	-	-
	Expenditure Category Total:	**271.6**	**1,400.0**	**-**	**1,400.0**
Fund Source					
Appropriated Funds					
DT2030	State Highway Fund (Appropriated)	271.6	1,400.0	-	1,400.0
	Appropriated Funds Total:	**271.6**	**1,400.0**	**-**	**1,400.0**
	Fund Source Total:	**271.6**	**1,400.0**	**-**	**1,400.0**

Program Expenditure Schedule

Agency: Department of Transportation

		FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program:	**DTA-1-0 Administration**				
Sub Program:	DTA-1-9 **SLI ADOT Fleet Replacement**				
Capital Equipment					
	Capital Equipment	-	21,000.0	-	21,000.0
	Capital Equipment Budget & Appropriation	18,799.3	-	-	-
	Expenditure Category Total:	**18,799.3**	**21,000.0**	**-**	**21,000.0**
Fund Source					
Appropriated Funds					
DT2030	State Highway Fund (Appropriated)	18,799.3	21,000.0	-	21,000.0
	Appropriated Funds Total:	**18,799.3**	**21,000.0**	**-**	**21,000.0**
	Fund Source Total:	**18,799.3**	**21,000.0**	**-**	**21,000.0**
Non-Capital Equipment					
	Non-Capital Equipment Budget & Appropriation	9.7	-	-	-
	Expenditure Category Total:	**9.7**	**-**	**-**	**-**
Fund Source					
Appropriated Funds					
DT2030	State Highway Fund (Appropriated)	9.7	-	-	-
	Appropriated Funds Total:	**9.7**	**-**	**-**	**-**
	Fund Source Total:	**9.7**	**-**	**-**	**-**

Employee Retirement Coverage

Retirement System	FTE	Personal Services	Fund#
	-	-	

Program Expenditure Schedule

Agency: Department of Transportation

		FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program:	**DTA-1-0 Administration**				
Sub Program:	DTA-1-12 **SLI Spaying and Neutering of Animals Fund Deposit**				
Other Operating Expenditures					
	Other Operating Expenditures Budget & Appropriation	500.0	-	-	-
	Expenditure Category Total:	**500.0**	**-**	**-**	**-**
Fund Source					
Appropriated Funds					
AA1000	General Fund (Appropriated)	500.0	-	-	-
	Appropriated Funds Total:	**500.0**	**-**	**-**	**-**
	Fund Source Total:	**500.0**	**-**	**-**	**-**

Employee Retirement Coverage

Retirement System	FTE	Personal Services	Fund#
	-	-	

Program Expenditure Schedule

Agency: Department of Transportation

Program: DTA-2-0 Intermodal Transportation

		FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
FTE					
	FTE	1,806.0	1,885.0	3.0	1,888.0
	Expenditure Category Total:	-	-	-	-
Fund Source					
Appropriated Funds					
DT2005	State Aviation Fund (Appropriated)	5.0	7.0	-	7.0
DT2030	State Highway Fund (Appropriated)	1,610.0	1,679.0	2.0	1,681.0
DT2071	ADOT Fleet Operations Fund (Appropriated)	179.0	188.0	-	188.0
DT2226	Air Quality Fund (Appropriated)	-	11.0	1.0	12.0
	Appropriated Funds Total:	**1,794.0**	**1,885.0**	**3.0**	**1,888.0**
Non-Appropriated Funds					
DT2097	ADOT Federal Programs Fund (Non-Appropriated)	12.0	-	-	-
	Non-Appropriated Funds Total:	**12.0**	**-**	**-**	**-**
	Fund Source Total:	**1,806.0**	**1,885.0**	**3.0**	**1,888.0**
Personal Services					
	Personal Services	125,386.6	103,251.6	144.0	103,395.6
	Expenditure Category Total:	**125,386.6**	**103,251.6**	**144.0**	**103,395.6**
Fund Source					
Appropriated Funds					
DT2005	State Aviation Fund (Appropriated)	420.0	565.7	-	565.7
DT2030	State Highway Fund (Appropriated)	88,485.5	91,325.0	125.0	91,450.0
DT2071	ADOT Fleet Operations Fund (Appropriated)	10,510.7	10,872.6	-	10,872.6
DT2226	Air Quality Fund (Appropriated)	271.3	488.3	19.0	507.3
	Appropriated Funds Total:	**99,687.5**	**103,251.6**	**144.0**	**103,395.6**

Program Expenditure Schedule

Agency: Department of Transportation

		FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program:	**DTA-2-0 Intermodal Transportation**				
Non-Appropriated Funds					
DT2029	Regional Area Road Fund - Maricopa County (Non-Appropriated)	4,469.7	-	-	-
DT2030	State Highway Fund (Non-Appropriated)	17,040.8	-	-	-
DT2097	ADOT Federal Programs Fund (Non-Appropriated)	784.9	-	-	-
DT2985	ADOT Coronavirus State and Local Fiscal Recovery Fund (Non-Appropriated)	187.1	-	-	-
DT3701	Local Agency Deposits Fund (Non-Appropriated)	2,478.8	-	-	-
DT5004	State Highway Fund Bonds Debt Service Fund (Non-Appropriated)	590.4	-	-	-
DT6000	State Match Advantage for Rural Transportation (SMART) Fund (Non-Appropriated)	147.4	-	-	-
	Non-Appropriated Funds Total:	**25,699.0**	**-**	**-**	**-**
	Fund Source Total:	**125,386.6**	**103,251.6**	**144.0**	**103,395.6**
Employee Related Expenditures					
	Employee Related Expenses	57,845.7	52,847.1	66.3	52,913.4
	Expenditure Category Total:	**57,845.7**	**52,847.1**	**66.3**	**52,913.4**
Fund Source					
Appropriated Funds					
DT2005	State Aviation Fund (Appropriated)	158.8	282.0	-	282.0
DT2030	State Highway Fund (Appropriated)	41,446.4	46,491.6	59.0	46,550.6
DT2071	ADOT Fleet Operations Fund (Appropriated)	5,018.9	5,901.7	-	5,901.7
DT2226	Air Quality Fund (Appropriated)	114.9	171.8	7.4	179.2
	Appropriated Funds Total:	**46,739.0**	**52,847.1**	**66.3**	**52,913.4**

Program Expenditure Schedule

Agency: Department of Transportation

		FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program:	**DTA-2-0 Intermodal Transportation**				
Non-Appropriated Funds					
DT2029	Regional Area Road Fund - Maricopa County (Non-Appropriated)	1,775.6	-	-	-
DT2030	State Highway Fund (Non-Appropriated)	7,498.7	-	-	-
DT2097	ADOT Federal Programs Fund (Non-Appropriated)	324.2	-	-	-
DT2479	Regional Area Road Fund - Maricopa (Non-Appropriated)	0.0	-	-	-
DT2985	ADOT Coronavirus State and Local Fiscal Recovery Fund (Non-Appropriated)	85.6	-	-	-
DT3701	Local Agency Deposits Fund (Non-Appropriated)	1,104.9	-	-	-
DT5004	State Highway Fund Bonds Debt Service Fund (Non-Appropriated)	255.4	-	-	-
DT5906	Smart Corridor Highway Trust Fund (Non-Appropriated)	0.8	-	-	-
DT6000	State Match Advantage for Rural Transportation (SMART) Fund (Non-Appropriated)	61.5	-	-	-
	Non-Appropriated Funds Total:	**11,106.7**	**-**	**-**	**-**
	Fund Source Total:	**57,845.7**	**52,847.1**	**66.3**	**52,913.4**
Professional & Outside Services					
	Professional and Outside Services	-	2,727.1	-	2,727.1
	External Professional & Outside Services Budget & Appropriation	202,624.4	-	-	-
	Expenditure Category Total:	**202,624.4**	**2,727.1**	**-**	**2,727.1**
Fund Source					
Appropriated Funds					
DT2030	State Highway Fund (Appropriated)	1,968.3	2,092.3	-	2,092.3
DT2071	ADOT Fleet Operations Fund (Appropriated)	382.7	425.0	-	425.0
DT2226	Air Quality Fund (Appropriated)	225.0	209.8	-	209.8
	Appropriated Funds Total:	**2,576.0**	**2,727.1**	**-**	**2,727.1**

Program Expenditure Schedule

Agency: Department of Transportation

		FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program:	**DTA-2-0 Intermodal Transportation**				
Non-Appropriated Funds					
DT2029	Regional Area Road Fund - Maricopa County (Non-Appropriated)	63,585.7	-	-	-
DT2030	State Highway Fund (Non-Appropriated)	95,807.6	-	-	-
DT2097	ADOT Federal Programs Fund (Non-Appropriated)	902.9	-	-	-
DT2479	Regional Area Road Fund - Maricopa (Non-Appropriated)	35.0	-	-	-
DT2985	ADOT Coronavirus State and Local Fiscal Recovery Fund (Non-Appropriated)	3,026.7	-	-	-
DT3701	Local Agency Deposits Fund (Non-Appropriated)	19,690.6	-	-	-
DT5004	State Highway Fund Bonds Debt Service Fund (Non-Appropriated)	8,855.5	-	-	-
DT6000	State Match Advantage for Rural Transportation (SMART) Fund (Non-Appropriated)	8,144.3	-	-	-
	Non-Appropriated Funds Total:	**200,048.3**	**-**	**-**	**-**
	Fund Source Total:	**202,624.4**	**2,727.1**	**-**	**2,727.1**
Travel In-State					
	Travel In-State	988.4	589.3	-	589.3
	Expenditure Category Total:	**988.4**	**589.3**	**-**	**589.3**
Fund Source					
Appropriated Funds					
DT2005	State Aviation Fund (Appropriated)	2.9	3.0	-	3.0
DT2030	State Highway Fund (Appropriated)	552.6	535.9	-	535.9
DT2071	ADOT Fleet Operations Fund (Appropriated)	67.6	50.0	-	50.0
DT2226	Air Quality Fund (Appropriated)	0.3	0.4	-	0.4
	Appropriated Funds Total:	**623.5**	**589.3**	**-**	**589.3**

Program Expenditure Schedule

Agency: Department of Transportation

		FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program:	**DTA-2-0 Intermodal Transportation**				
Non-Appropriated Funds					
DT2029	Regional Area Road Fund - Maricopa County (Non-Appropriated)	0.1	-	-	-
DT2030	State Highway Fund (Non-Appropriated)	(57.3)	-	-	-
DT2097	ADOT Federal Programs Fund (Non-Appropriated)	392.0	-	-	-
DT2985	ADOT Coronavirus State and Local Fiscal Recovery Fund (Non-Appropriated)	3.9	-	-	-
DT3701	Local Agency Deposits Fund (Non-Appropriated)	24.0	-	-	-
DT5004	State Highway Fund Bonds Debt Service Fund (Non-Appropriated)	2.1	-	-	-
DT6000	State Match Advantage for Rural Transportation (SMART) Fund (Non-Appropriated)	0.2	-	-	-
	Non-Appropriated Funds Total:	**364.9**	**-**	**-**	**-**
	Fund Source Total:	**988.4**	**589.3**	**-**	**589.3**
Travel Out-Of-State					
	Travel Out of State	165.6	91.0	-	91.0
	Expenditure Category Total:	**165.6**	**91.0**	**-**	**91.0**
Fund Source					
Appropriated Funds					
DT2005	State Aviation Fund (Appropriated)	0.9	1.0	-	1.0
DT2030	State Highway Fund (Appropriated)	82.0	81.0	-	81.0
DT2071	ADOT Fleet Operations Fund (Appropriated)	8.5	5.0	-	5.0
DT2226	Air Quality Fund (Appropriated)	4.0	4.0	-	4.0
	Appropriated Funds Total:	**95.4**	**91.0**	**-**	**91.0**
Non-Appropriated Funds					
DT2029	Regional Area Road Fund - Maricopa County (Non-Appropriated)	2.2	-	-	-
DT2030	State Highway Fund (Non-Appropriated)	51.3	-	-	-
DT2097	ADOT Federal Programs Fund (Non-Appropriated)	16.7	-	-	-
	Non-Appropriated Funds Total:	**70.2**	**-**	**-**	**-**
	Fund Source Total:	**165.6**	**91.0**	**-**	**91.0**
Food					

Program Expenditure Schedule

Agency: Department of Transportation

Program: DTA-2-0 Intermodal Transportation

		FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
	Food	7.0	-	-	-
	Expenditure Category Total:	**7.0**	-	-	-
Fund Source					
Appropriated Funds					
DT2030	State Highway Fund (Appropriated)	7.0	-	-	-
	Appropriated Funds Total:	**7.0**	-	-	-
	Fund Source Total:	**7.0**	-	-	-
Aid To Organizations & Individuals					
	Aid to Organizations and Individuals	114,615.8	-	-	-
	Expenditure Category Total:	**114,615.8**	-	-	-
Fund Source					
Appropriated Funds					
DT2005	State Aviation Fund (Appropriated)	(0.2)	-	-	-
	Appropriated Funds Total:	**(0.2)**	-	-	-
Non-Appropriated Funds					
DT2029	Regional Area Road Fund - Maricopa County (Non-Appropriated)	218.3	-	-	-
DT2030	State Highway Fund (Non-Appropriated)	1,069.6	-	-	-
DT2097	ADOT Federal Programs Fund (Non-Appropriated)	25,749.3	-	-	-
DT2244	Economic Strength Project Fund (Non-Appropriated)	1,914.6	-	-	-
DT3701	Local Agency Deposits Fund (Non-Appropriated)	84,837.1	-	-	-
DT6000	State Match Advantage for Rural Transportation (SMART) Fund (Non-Appropriated)	827.1	-	-	-
	Non-Appropriated Funds Total:	**114,616.0**	-	-	-
	Fund Source Total:	**114,615.8**	-	-	-
Other Operating Expenditures					
	Other Operating Expenses	-	197,367.1	(2,465.6)	194,901.5
	Other Operating Expenditures Budget & Appropriation	163,151.8	-	-	-
	Expenditure Category Total:	**163,151.8**	**197,367.1**	**(2,465.6)**	**194,901.5**

Program Expenditure Schedule

Agency: Department of Transportation

Program: DTA-2-0 Intermodal Transportation

Fund Source

		FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Appropriated Funds					
DT2005	State Aviation Fund (Appropriated)	7.9	20.0	-	20.0
DT2030	State Highway Fund (Appropriated)	122,836.9	178,541.5	(2,764.2)	175,777.3
DT2044	Highway Damage Recovery Account Fund (Appropriated)	7,080.0	7,999.0	-	7,999.0
DT2071	ADOT Fleet Operations Fund (Appropriated)	7,547.6	10,574.6	295.1	10,869.7
DT2226	Air Quality Fund (Appropriated)	0.1	-	3.5	3.5
	Appropriated Funds Total:	**137,472.5**	**197,135.1**	**(2,465.6)**	**194,669.5**
Non-Appropriated Funds					
DT2029	Regional Area Road Fund - Maricopa County (Non-Appropriated)	16,541.9	-	-	-
DT2030	State Highway Fund (Non-Appropriated)	8,946.0	232.0	-	232.0
DT2071	ADOT Fleet Operations Fund (Non-Appropriated)	0.4	-	-	-
DT2097	ADOT Federal Programs Fund (Non-Appropriated)	153.2	-	-	-
DT2985	ADOT Coronavirus State and Local Fiscal Recovery Fund (Non-Appropriated)	0.1	-	-	-
DT3701	Local Agency Deposits Fund (Non-Appropriated)	15.8	-	-	-
DT3737	Highway Properties Fund (Non-Appropriated)	0.0	-	-	-
DT5004	State Highway Fund Bonds Debt Service Fund (Non-Appropriated)	21.3	-	-	-
DT5906	Smart Corridor Highway Trust Fund (Non-Appropriated)	0.5	-	-	-
	Non-Appropriated Funds Total:	**25,679.3**	**232.0**	**-**	**232.0**
	Fund Source Total:	**163,151.8**	**197,367.1**	**(2,465.6)**	**194,901.5**

Capital Outlay

	Capital Outlay	1,415,139.8	-	-	-
	Expenditure Category Total:	**1,415,139.8**	**-**	**-**	**-**

Fund Source

Appropriated Funds					
DT2030	State Highway Fund (Appropriated)	67.6	-	-	-

Program Expenditure Schedule

Agency: Department of Transportation

		FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program:	**DTA-2-0 Intermodal Transportation**				
DT2071	ADOT Fleet Operations Fund (Appropriated)	0.8	-	-	-
	Appropriated Funds Total:	**68.4**	**-**	**-**	**-**
Non-Appropriated Funds					
DT2029	Regional Area Road Fund - Maricopa County (Non-Appropriated)	508,983.4	-	-	-
DT2030	State Highway Fund (Non-Appropriated)	625,939.6	-	-	-
DT2985	ADOT Coronavirus State and Local Fiscal Recovery Fund (Non-Appropriated)	34,599.0	-	-	-
DT3701	Local Agency Deposits Fund (Non-Appropriated)	69,809.5	-	-	-
DT5004	State Highway Fund Bonds Debt Service Fund (Non-Appropriated)	175,562.8	-	-	-
DT6000	State Match Advantage for Rural Transportation (SMART) Fund (Non-Appropriated)	177.0	-	-	-
	Non-Appropriated Funds Total:	**1,415,071.4**	**-**	**-**	**-**
	Fund Source Total:	**1,415,139.8**	**-**	**-**	**-**
Capital Equipment					
	Capital Equipment	-	3,490.6	170.0	3,660.6
	Capital Equipment Budget & Appropriation	4,575.2	-	-	-
	Expenditure Category Total:	**4,575.2**	**3,490.6**	**170.0**	**3,660.6**
Fund Source					
Appropriated Funds					
DT2030	State Highway Fund (Appropriated)	3,952.8	3,035.6	170.0	3,205.6
DT2071	ADOT Fleet Operations Fund (Appropriated)	405.4	450.0	-	450.0
	Appropriated Funds Total:	**4,358.2**	**3,485.6**	**170.0**	**3,655.6**
Non-Appropriated Funds					
DT2030	State Highway Fund (Non-Appropriated)	217.0	5.0	-	5.0
	Non-Appropriated Funds Total:	**217.0**	**5.0**	**-**	**5.0**
	Fund Source Total:	**4,575.2**	**3,490.6**	**170.0**	**3,660.6**
Non-Capital Equipment					
	Non-Capital Resources	-	631.0	-	631.0
	Non-Capital Equipment Budget & Appropriation	3,623.8	-	-	-

Program Expenditure Schedule

Agency: Department of Transportation

Program: DTA-2-0 Intermodal Transportation

		FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
	Expenditure Category Total:	**3,623.8**	**631.0**	**-**	**631.0**
Fund Source					
Appropriated Funds					
DT2005	State Aviation Fund (Appropriated)	1.2	1.2	-	1.2
DT2030	State Highway Fund (Appropriated)	473.4	514.8	-	514.8
DT2071	ADOT Fleet Operations Fund (Appropriated)	114.3	100.0	-	100.0
DT2226	Air Quality Fund (Appropriated)	0.1	-	-	-
	Appropriated Funds Total:	**589.1**	**616.0**	**-**	**616.0**
Non-Appropriated Funds					
DT2029	Regional Area Road Fund - Maricopa County (Non-Appropriated)	2,697.8	-	-	-
DT2030	State Highway Fund (Non-Appropriated)	289.2	15.0	-	15.0
DT2097	ADOT Federal Programs Fund (Non-Appropriated)	0.4	-	-	-
DT2985	ADOT Coronavirus State and Local Fiscal Recovery Fund (Non-Appropriated)	15.7	-	-	-
DT5004	State Highway Fund Bonds Debt Service Fund (Non-Appropriated)	31.6	-	-	-
	Non-Appropriated Funds Total:	**3,034.7**	**15.0**	**-**	**15.0**
	Fund Source Total:	**3,623.8**	**631.0**	**-**	**631.0**
Cost Allocation & Indirect Costs					
	Cost Allocation	236.2	-	-	-
	Expenditure Category Total:	**236.2**	**-**	**-**	**-**
Fund Source					
Appropriated Funds					
DT2226	Air Quality Fund (Appropriated)	236.2	-	-	-
	Appropriated Funds Total:	**236.2**	**-**	**-**	**-**
	Fund Source Total:	**236.2**	**-**	**-**	**-**
Transfers-Out					
	Transfers	5,092.8	-	-	-
	Expenditure Category Total:	**5,092.8**	**-**	**-**	**-**
Fund Source					

Program Expenditure Schedule

Agency: Department of Transportation

		FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program: DTA-2-0 **Intermodal Transportation**					
Non-Appropriated Funds					
DT2030	State Highway Fund (Non-Appropriated)	4,085.4	-	-	-
DT3701	Local Agency Deposits Fund (Non-Appropriated)	978.6	-	-	-
DT5004	State Highway Fund Bonds Debt Service Fund (Non-Appropriated)	28.9	-	-	-
	Non-Appropriated Funds Total:	**5,092.8**	**-**	**-**	**-**
	Fund Source Total:	**5,092.8**	**-**	**-**	**-**

Employee Retirement Coverage

Retirement System	FTE	Personal Services	Fund#
Non-Participating	15.0	2,492.2	DT2030-A
Non-Participating	2.0	91.0	DT2071-A
Arizona State Retirement System	7.0	565.7	DT2005-A
Arizona State Retirement System	1,664.0	88,832.8	DT2030-A
Arizona State Retirement System	186.0	10,781.6	DT2071-A
Arizona State Retirement System	11.0	488.3	DT2226-A

Sub Program: DTA-2-1 **SLI Highway Maintenance**

FTE

	FTE	838.0	760.0	2.0	762.0
	Expenditure Category Total:	**-**	**-**	**-**	**-**

Fund Source

Appropriated Funds					
DT2030	State Highway Fund (Appropriated)	838.0	760.0	2.0	762.0
	Appropriated Funds Total:	**838.0**	**760.0**	**2.0**	**762.0**
	Fund Source Total:	**838.0**	**760.0**	**2.0**	**762.0**

Program Expenditure Schedule

Agency: Department of Transportation

		FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program:	**DTA-2-0 Intermodal Transportation**				
Sub Program:	DTA-2-1 **SLI Highway Maintenance**				
Personal Services					
	Personal Services	50,642.1	44,239.4	125.0	44,364.4
	Expenditure Category Total:	**50,642.1**	**44,239.4**	**125.0**	**44,364.4**
Fund Source					
Appropriated Funds					
DT2030	State Highway Fund (Appropriated)	49,497.8	44,239.4	125.0	44,364.4
	Appropriated Funds Total:	**49,497.8**	**44,239.4**	**125.0**	**44,364.4**
Non-Appropriated Funds					
DT2029	Regional Area Road Fund - Maricopa County (Non-Appropriated)	1,144.6	-	-	-
DT2030	State Highway Fund (Non-Appropriated)	(0.3)	-	-	-
	Non-Appropriated Funds Total:	**1,144.3**	**-**	**-**	**-**
	Fund Source Total:	**50,642.1**	**44,239.4**	**125.0**	**44,364.4**
Employee Related Expenditures					
	Employee Related Expenses	25,105.0	23,730.7	59.0	23,789.7
	Expenditure Category Total:	**25,105.0**	**23,730.7**	**59.0**	**23,789.7**
Fund Source					
Appropriated Funds					
DT2030	State Highway Fund (Appropriated)	24,863.1	23,730.7	59.0	23,789.7
	Appropriated Funds Total:	**24,863.1**	**23,730.7**	**59.0**	**23,789.7**
Non-Appropriated Funds					
DT2029	Regional Area Road Fund - Maricopa County (Non-Appropriated)	241.9	-	-	-
DT2030	State Highway Fund (Non-Appropriated)	(0.1)	-	-	-
	Non-Appropriated Funds Total:	**241.8**	**-**	**-**	**-**
	Fund Source Total:	**25,105.0**	**23,730.7**	**59.0**	**23,789.7**

Program Expenditure Schedule

Agency: Department of Transportation

		FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program:	**DTA-2-0 Intermodal Transportation**				
Sub Program:	DTA-2-1 **SLI Highway Maintenance**				
Professional & Outside Services					
	Professional and Outside Services	-	300.0	-	300.0
	External Professional & Outside Services Budget & Appropriation	331.3	-	-	-
	Expenditure Category Total:	**331.3**	**300.0**	**-**	**300.0**
Fund Source					
Appropriated Funds					
DT2030	State Highway Fund (Appropriated)	331.3	300.0	-	300.0
	Appropriated Funds Total:	**331.3**	**300.0**	**-**	**300.0**
	Fund Source Total:	**331.3**	**300.0**	**-**	**300.0**
Travel In-State					
	Travel In-State	308.4	250.0	-	250.0
	Expenditure Category Total:	**308.4**	**250.0**	**-**	**250.0**
Fund Source					
Appropriated Funds					
DT2030	State Highway Fund (Appropriated)	308.4	250.0	-	250.0
	Appropriated Funds Total:	**308.4**	**250.0**	**-**	**250.0**
	Fund Source Total:	**308.4**	**250.0**	**-**	**250.0**
Travel Out-Of-State					
	Travel Out of State	7.5	10.0	-	10.0
	Expenditure Category Total:	**7.5**	**10.0**	**-**	**10.0**
Fund Source					
Appropriated Funds					
DT2030	State Highway Fund (Appropriated)	7.5	10.0	-	10.0
	Appropriated Funds Total:	**7.5**	**10.0**	**-**	**10.0**
	Fund Source Total:	**7.5**	**10.0**	**-**	**10.0**

Program Expenditure Schedule

Agency: Department of Transportation

		FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program:	**DTA-2-0 Intermodal Transportation**				
Sub Program:	DTA-2-1 **SLI Highway Maintenance**				
Food					
	Food	1.1	-	-	-
	Expenditure Category Total:	**1.1**	**-**	**-**	**-**
Fund Source					
Appropriated Funds					
DT2030	State Highway Fund (Appropriated)	1.1	-	-	-
	Appropriated Funds Total:	**1.1**	**-**	**-**	**-**
	Fund Source Total:	**1.1**	**-**	**-**	**-**
Other Operating Expenditures					
	Other Operating Expenses	-	106,519.4	4,195.3	110,714.7
	Other Operating Expenditures Budget & Appropriation	89,653.2	-	-	-
	Expenditure Category Total:	**89,653.2**	**106,519.4**	**4,195.3**	**110,714.7**
Fund Source					
Appropriated Funds					
DT2030	State Highway Fund (Appropriated)	74,263.9	106,519.4	4,195.3	110,714.7
	Appropriated Funds Total:	**74,263.9**	**106,519.4**	**4,195.3**	**110,714.7**
Non-Appropriated Funds					
DT2029	Regional Area Road Fund - Maricopa County (Non-Appropriated)	15,325.3	-	-	-
DT2030	State Highway Fund (Non-Appropriated)	55.8	-	-	-
DT3701	Local Agency Deposits Fund (Non-Appropriated)	8.3	-	-	-
	Non-Appropriated Funds Total:	**15,389.3**	**-**	**-**	**-**
	Fund Source Total:	**89,653.2**	**106,519.4**	**4,195.3**	**110,714.7**

Program Expenditure Schedule

Agency: Department of Transportation

		FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program:	**DTA-2-0 Intermodal Transportation**				
Sub Program:	DTA-2-1 **SLI Highway Maintenance**				
Capital Outlay					
	Capital Outlay	41.5	-	-	-
	Expenditure Category Total:	**41.5**	**-**	**-**	**-**
Fund Source					
Appropriated Funds					
DT2030	State Highway Fund (Appropriated)	18.0	-	-	-
	Appropriated Funds Total:	**18.0**	**-**	**-**	**-**
Non-Appropriated Funds					
DT2029	Regional Area Road Fund - Maricopa County (Non-Appropriated)	23.6	-	-	-
	Non-Appropriated Funds Total:	**23.6**	**-**	**-**	**-**
	Fund Source Total:	**41.5**	**-**	**-**	**-**
Capital Equipment					
	Capital Equipment	-	875.0	170.0	1,045.0
	Capital Equipment Budget & Appropriation	1,921.3	-	-	-
	Expenditure Category Total:	**1,921.3**	**875.0**	**170.0**	**1,045.0**
Fund Source					
Appropriated Funds					
DT2030	State Highway Fund (Appropriated)	1,919.0	875.0	170.0	1,045.0
	Appropriated Funds Total:	**1,919.0**	**875.0**	**170.0**	**1,045.0**
Non-Appropriated Funds					
DT2030	State Highway Fund (Non-Appropriated)	2.3	-	-	-
	Non-Appropriated Funds Total:	**2.3**	**-**	**-**	**-**
	Fund Source Total:	**1,921.3**	**875.0**	**170.0**	**1,045.0**

Program Expenditure Schedule

Agency: Department of Transportation

		FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program:	**DTA-2-0 Intermodal Transportation**				
Sub Program:	DTA-2-1 **SLI Highway Maintenance**				
Non-Capital Equipment					
	Non-Capital Resources	-	250.0	-	250.0
	Non-Capital Equipment Budget & Appropriation	455.7	-	-	-
	Expenditure Category Total:	**455.7**	**250.0**	**-**	**250.0**
Fund Source					
Appropriated Funds					
DT2030	State Highway Fund (Appropriated)	391.2	250.0	-	250.0
	Appropriated Funds Total:	**391.2**	**250.0**	**-**	**250.0**
Non-Appropriated Funds					
DT2030	State Highway Fund (Non-Appropriated)	64.5	-	-	-
	Non-Appropriated Funds Total:	**64.5**	**-**	**-**	**-**
	Fund Source Total:	**455.7**	**250.0**	**-**	**250.0**

Employee Retirement Coverage

Retirement System	FTE	Personal Services	Fund#
Non-Participating	6.0	550.3	DT2030-A
Arizona State Retirement System	754.0	43,689.1	DT2030-A

Sub Program:	DTA-2-2 **Construction**				
FTE					
	FTE	718.0	845.0	-	845.0
	Expenditure Category Total:	**-**	**-**	**-**	**-**
Fund Source					
Appropriated Funds					
DT2030	State Highway Fund (Appropriated)	718.0	845.0	-	845.0
	Appropriated Funds Total:	**718.0**	**845.0**	**-**	**845.0**
	Fund Source Total:	**718.0**	**845.0**	**-**	**845.0**

Program Expenditure Schedule

Agency: Department of Transportation

		FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program:	**DTA-2-0 Intermodal Transportation**				
Sub Program:	DTA-2-2 **Construction**				
Personal Services					
	Personal Services	56,712.2	44,467.0	-	44,467.0
	Expenditure Category Total:	**56,712.2**	**44,467.0**	**-**	**44,467.0**
Fund Source					
Appropriated Funds					
DT2030	State Highway Fund (Appropriated)	36,674.8	44,467.0	-	44,467.0
	Appropriated Funds Total:	**36,674.8**	**44,467.0**	**-**	**44,467.0**
Non-Appropriated Funds					
DT2029	Regional Area Road Fund - Maricopa County (Non-Appropriated)	3,325.1	-	-	-
DT2030	State Highway Fund (Non-Appropriated)	13,359.1	-	-	-
DT2985	ADOT Coronavirus State and Local Fiscal Recovery Fund (Non-Appropriated)	187.1	-	-	-
DT3701	Local Agency Deposits Fund (Non-Appropriated)	2,458.7	-	-	-
DT5004	State Highway Fund Bonds Debt Service Fund (Non-Appropriated)	590.4	-	-	-
DT6000	State Match Advantage for Rural Transportation (SMART) Fund (Non-Appropriated)	117.0	-	-	-
	Non-Appropriated Funds Total:	**20,037.4**	**-**	**-**	**-**
	Fund Source Total:	**56,712.2**	**44,467.0**	**-**	**44,467.0**

Program Expenditure Schedule

Agency: Department of Transportation

		FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program:	**DTA-2-0 Intermodal Transportation**				
Sub Program:	DTA-2-2 **Construction**				
Employee Related Expenditures					
	Employee Related Expenses	24,689.9	21,402.0	-	21,402.0
	Expenditure Category Total:	**24,689.9**	**21,402.0**	**-**	**21,402.0**
Fund Source					
Appropriated Funds					
DT2030	State Highway Fund (Appropriated)	15,667.7	21,402.0	-	21,402.0
	Appropriated Funds Total:	**15,667.7**	**21,402.0**	**-**	**21,402.0**
Non-Appropriated Funds					
DT2029	Regional Area Road Fund - Maricopa County (Non-Appropriated)	1,533.7	-	-	-
DT2030	State Highway Fund (Non-Appropriated)	6,000.1	-	-	-
DT2479	Regional Area Road Fund - Maricopa (Non-Appropriated)	0.0	-	-	-
DT2985	ADOT Coronavirus State and Local Fiscal Recovery Fund (Non-Appropriated)	85.6	-	-	-
DT3701	Local Agency Deposits Fund (Non-Appropriated)	1,097.6	-	-	-
DT5004	State Highway Fund Bonds Debt Service Fund (Non-Appropriated)	255.4	-	-	-
DT5906	Smart Corridor Highway Trust Fund (Non-Appropriated)	0.8	-	-	-
DT6000	State Match Advantage for Rural Transportation (SMART) Fund (Non-Appropriated)	49.0	-	-	-
	Non-Appropriated Funds Total:	**9,022.2**	**-**	**-**	**-**
	Fund Source Total:	**24,689.9**	**21,402.0**	**-**	**21,402.0**

Program Expenditure Schedule

Agency: Department of Transportation

		FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program:	**DTA-2-0 Intermodal Transportation**				
Sub Program:	DTA-2-2 **Construction**				
Professional & Outside Services					
	Professional and Outside Services	-	1,792.3	-	1,792.3
	External Professional & Outside Services Budget & Appropriation	188,308.1	-	-	-
	Expenditure Category Total:	**188,308.1**	**1,792.3**	**-**	**1,792.3**
Fund Source					
Appropriated Funds					
DT2030	State Highway Fund (Appropriated)	1,637.0	1,792.3	-	1,792.3
	Appropriated Funds Total:	**1,637.0**	**1,792.3**	**-**	**1,792.3**
Non-Appropriated Funds					
DT2029	Regional Area Road Fund - Maricopa County (Non-Appropriated)	63,585.7	-	-	-
DT2030	State Highway Fund (Non-Appropriated)	84,963.7	-	-	-
DT2479	Regional Area Road Fund - Maricopa (Non-Appropriated)	35.0	-	-	-
DT2985	ADOT Coronavirus State and Local Fiscal Recovery Fund (Non-Appropriated)	3,026.7	-	-	-
DT3701	Local Agency Deposits Fund (Non-Appropriated)	18,093.7	-	-	-
DT5004	State Highway Fund Bonds Debt Service Fund (Non-Appropriated)	8,855.5	-	-	-
DT6000	State Match Advantage for Rural Transportation (SMART) Fund (Non-Appropriated)	8,110.8	-	-	-
	Non-Appropriated Funds Total:	**186,671.1**	**-**	**-**	**-**
	Fund Source Total:	**188,308.1**	**1,792.3**	**-**	**1,792.3**

Program Expenditure Schedule

Agency: Department of Transportation

		FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program:	**DTA-2-0 Intermodal Transportation**				
Sub Program:	DTA-2-2 **Construction**				
Travel In-State					
	Travel In-State	565.9	281.9	-	281.9
	Expenditure Category Total:	**565.9**	**281.9**	**-**	**281.9**
Fund Source					
Appropriated Funds					
DT2030	State Highway Fund (Appropriated)	238.8	281.9	-	281.9
	Appropriated Funds Total:	**238.8**	**281.9**	**-**	**281.9**
Non-Appropriated Funds					
DT2029	Regional Area Road Fund - Maricopa County (Non-Appropriated)	0.1	-	-	-
DT2030	State Highway Fund (Non-Appropriated)	296.8	-	-	-
DT2985	ADOT Coronavirus State and Local Fiscal Recovery Fund (Non-Appropriated)	3.9	-	-	-
DT3701	Local Agency Deposits Fund (Non-Appropriated)	24.0	-	-	-
DT5004	State Highway Fund Bonds Debt Service Fund (Non-Appropriated)	2.1	-	-	-
DT6000	State Match Advantage for Rural Transportation (SMART) Fund (Non-Appropriated)	0.2	-	-	-
	Non-Appropriated Funds Total:	**327.1**	**-**	**-**	**-**
	Fund Source Total:	**565.9**	**281.9**	**-**	**281.9**

Program Expenditure Schedule

Agency: Department of Transportation

		FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program:	**DTA-2-0 Intermodal Transportation**				
Sub Program:	DTA-2-2 **Construction**				
Travel Out-Of-State					
	Travel Out of State	80.7	65.0	-	65.0
	Expenditure Category Total:	**80.7**	**65.0**	**-**	**65.0**
Fund Source					
Appropriated Funds					
DT2030	State Highway Fund (Appropriated)	66.9	65.0	-	65.0
	Appropriated Funds Total:	**66.9**	**65.0**	**-**	**65.0**
Non-Appropriated Funds					
DT2029	Regional Area Road Fund - Maricopa County (Non-Appropriated)	2.2	-	-	-
DT2030	State Highway Fund (Non-Appropriated)	11.6	-	-	-
	Non-Appropriated Funds Total:	**13.8**	**-**	**-**	**-**
	Fund Source Total:	**80.7**	**65.0**	**-**	**65.0**
Food					
	Food	5.9	-	-	-
	Expenditure Category Total:	**5.9**	**-**	**-**	**-**
Fund Source					
Appropriated Funds					
DT2030	State Highway Fund (Appropriated)	5.9	-	-	-
	Appropriated Funds Total:	**5.9**	**-**	**-**	**-**
	Fund Source Total:	**5.9**	**-**	**-**	**-**

Program Expenditure Schedule

Agency: Department of Transportation

		FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program:	**DTA-2-0 Intermodal Transportation**				
Sub Program:	DTA-2-2 **Construction**				
Aid To Organizations & Individuals					
	Aid to Organizations and Individuals	50,479.5	-	-	-
	Expenditure Category Total:	**50,479.5**	**-**	**-**	**-**
Fund Source					
Non-Appropriated Funds					
DT2029	Regional Area Road Fund - Maricopa County (Non-Appropriated)	218.3	-	-	-
DT2030	State Highway Fund (Non-Appropriated)	1,069.6	-	-	-
DT3701	Local Agency Deposits Fund (Non-Appropriated)	49,191.6	-	-	-
	Non-Appropriated Funds Total:	**50,479.5**	**-**	**-**	**-**
	Fund Source Total:	**50,479.5**	**-**	**-**	**-**

Program Expenditure Schedule

Agency: Department of Transportation

		FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program:	**DTA-2-0 Intermodal Transportation**				
Sub Program:	DTA-2-2 **Construction**				
Other Operating Expenditures					
	Other Operating Expenses	-	25,650.2	(776.9)	24,873.3
	Other Operating Expenditures Budget & Appropriation	22,157.7	-	-	-
	Expenditure Category Total:	**22,157.7**	**25,650.2**	**(776.9)**	**24,873.3**
Fund Source					
Appropriated Funds					
DT2030	State Highway Fund (Appropriated)	13,964.3	25,418.2	(776.9)	24,641.3
	Appropriated Funds Total:	**13,964.3**	**25,418.2**	**(776.9)**	**24,641.3**
Non-Appropriated Funds					
DT2029	Regional Area Road Fund - Maricopa County (Non-Appropriated)	1,216.7	-	-	-
DT2030	State Highway Fund (Non-Appropriated)	6,947.3	232.0	-	232.0
DT2985	ADOT Coronavirus State and Local Fiscal Recovery Fund (Non-Appropriated)	0.1	-	-	-
DT3701	Local Agency Deposits Fund (Non-Appropriated)	7.5	-	-	-
DT3737	Highway Properties Fund (Non-Appropriated)	0.0	-	-	-
DT5004	State Highway Fund Bonds Debt Service Fund (Non-Appropriated)	21.3	-	-	-
DT5906	Smart Corridor Highway Trust Fund (Non-Appropriated)	0.5	-	-	-
	Non-Appropriated Funds Total:	**8,193.4**	**232.0**	**-**	**232.0**
	Fund Source Total:	**22,157.7**	**25,650.2**	**(776.9)**	**24,873.3**

Program Expenditure Schedule

Agency: Department of Transportation

		FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program:	**DTA-2-0 Intermodal Transportation**				
Sub Program:	DTA-2-2 **Construction**				
Capital Outlay					
	Capital Outlay	1,415,097.5	-	-	-
	Expenditure Category Total:	**1,415,097.5**	**-**	**-**	**-**
Fund Source					
Appropriated Funds					
DT2030	State Highway Fund (Appropriated)	49.7	-	-	-
	Appropriated Funds Total:	**49.7**	**-**	**-**	**-**
Non-Appropriated Funds					
DT2029	Regional Area Road Fund - Maricopa County (Non-Appropriated)	508,959.9	-	-	-
DT2030	State Highway Fund (Non-Appropriated)	625,939.6	-	-	-
DT2985	ADOT Coronavirus State and Local Fiscal Recovery Fund (Non-Appropriated)	34,599.0	-	-	-
DT3701	Local Agency Deposits Fund (Non-Appropriated)	69,809.5	-	-	-
DT5004	State Highway Fund Bonds Debt Service Fund (Non-Appropriated)	175,562.8	-	-	-
DT6000	State Match Advantage for Rural Transportation (SMART) Fund (Non-Appropriated)	177.0	-	-	-
	Non-Appropriated Funds Total:	**1,415,047.8**	**-**	**-**	**-**
	Fund Source Total:	**1,415,097.5**	**-**	**-**	**-**

Program Expenditure Schedule

Agency: Department of Transportation

		FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program:	**DTA-2-0 Intermodal Transportation**				
Sub Program:	DTA-2-2 **Construction**				
Capital Equipment					
	Capital Equipment	-	539.0	-	539.0
	Capital Equipment Budget & Appropriation	627.8	-	-	-
	Expenditure Category Total:	**627.8**	**539.0**	**-**	**539.0**
Fund Source					
Appropriated Funds					
DT2030	State Highway Fund (Appropriated)	435.0	534.0	-	534.0
	Appropriated Funds Total:	**435.0**	**534.0**	**-**	**534.0**
Non-Appropriated Funds					
DT2030	State Highway Fund (Non-Appropriated)	192.8	5.0	-	5.0
	Non-Appropriated Funds Total:	**192.8**	**5.0**	**-**	**5.0**
	Fund Source Total:	**627.8**	**539.0**	**-**	**539.0**
Non-Capital Equipment					
	Non-Capital Resources	-	277.5	-	277.5
	Non-Capital Equipment Budget & Appropriation	3,147.8	-	-	-
	Expenditure Category Total:	**3,147.8**	**277.5**	**-**	**277.5**
Fund Source					
Appropriated Funds					
DT2030	State Highway Fund (Appropriated)	81.2	262.5	-	262.5
	Appropriated Funds Total:	**81.2**	**262.5**	**-**	**262.5**
Non-Appropriated Funds					
DT2029	Regional Area Road Fund - Maricopa County (Non-Appropriated)	2,697.8	-	-	-
DT2030	State Highway Fund (Non-Appropriated)	321.4	15.0	-	15.0
DT2985	ADOT Coronavirus State and Local Fiscal Recovery Fund (Non-Appropriated)	15.7	-	-	-
DT5004	State Highway Fund Bonds Debt Service Fund (Non-Appropriated)	31.6	-	-	-
	Non-Appropriated Funds Total:	**3,066.5**	**15.0**	**-**	**15.0**
	Fund Source Total:	**3,147.8**	**277.5**	**-**	**277.5**

Program Expenditure Schedule

Agency: Department of Transportation

		FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program:	**DTA-2-0 Intermodal Transportation**				
Sub Program:	DTA-2-2 **Construction**				
Transfers-Out					
	Transfers	2,764.0	-	-	-
	Expenditure Category Total:	**2,764.0**	**-**	**-**	**-**
Fund Source					
Non-Appropriated Funds					
DT2030	State Highway Fund (Non-Appropriated)	2,735.1	-	-	-
DT5004	State Highway Fund Bonds Debt Service Fund (Non-Appropriated)	28.9	-	-	-
	Non-Appropriated Funds Total:	**2,764.0**	**-**	**-**	**-**
	Fund Source Total:	**2,764.0**	**-**	**-**	**-**

Employee Retirement Coverage

Retirement System	FTE	Personal Services	Fund#
Non-Participating	9.0	1,941.9	DT2030-A
Arizona State Retirement System	836.0	42,525.1	DT2030-A

Sub Program:	DTA-2-3 **Intermodal Transportation Planning**				
FTE					
	FTE	71.0	92.0	1.0	93.0
	Expenditure Category Total:	**-**	**-**	**-**	**-**
Fund Source					
Appropriated Funds					
DT2005	State Aviation Fund (Appropriated)	5.0	7.0	-	7.0
DT2030	State Highway Fund (Appropriated)	54.0	74.0	-	74.0
DT2226	Air Quality Fund (Appropriated)	-	11.0	1.0	12.0
	Appropriated Funds Total:	**59.0**	**92.0**	**1.0**	**93.0**
Non-Appropriated Funds					
DT2097	ADOT Federal Programs Fund (Non-Appropriated)	12.0	-	-	-
	Non-Appropriated Funds Total:	**12.0**	**-**	**-**	**-**
	Fund Source Total:	**71.0**	**92.0**	**1.0**	**93.0**

Program Expenditure Schedule

Agency: Department of Transportation

		FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program:	**DTA-2-0 Intermodal Transportation**				
Sub Program:	DTA-2-3 **Intermodal Transportation Planning**				
Personal Services					
	Personal Services	6,832.1	2,820.9	19.0	2,839.9
	Expenditure Category Total:	**6,832.1**	**2,820.9**	**19.0**	**2,839.9**
Fund Source					
Appropriated Funds					
DT2005	State Aviation Fund (Appropriated)	420.0	565.7	-	565.7
DT2030	State Highway Fund (Appropriated)	1,623.5	1,766.9	-	1,766.9
DT2226	Air Quality Fund (Appropriated)	271.3	488.3	19.0	507.3
	Appropriated Funds Total:	**2,314.8**	**2,820.9**	**19.0**	**2,839.9**
Non-Appropriated Funds					
DT2030	State Highway Fund (Non-Appropriated)	3,682.0	-	-	-
DT2097	ADOT Federal Programs Fund (Non-Appropriated)	784.9	-	-	-
DT3701	Local Agency Deposits Fund (Non-Appropriated)	20.1	-	-	-
DT6000	State Match Advantage for Rural Transportation (SMART) Fund (Non-Appropriated)	30.3	-	-	-
	Non-Appropriated Funds Total:	**4,517.4**	**-**	**-**	**-**
	Fund Source Total:	**6,832.1**	**2,820.9**	**19.0**	**2,839.9**

Program Expenditure Schedule

Agency: Department of Transportation

		FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program:	**DTA-2-0 Intermodal Transportation**				
Sub Program:	DTA-2-3 **Intermodal Transportation Planning**				
Employee Related Expenditures					
	Employee Related Expenses	2,757.3	1,456.5	7.4	1,463.9
	Expenditure Category Total:	**2,757.3**	**1,456.5**	**7.4**	**1,463.9**
Fund Source					
Appropriated Funds					
DT2005	State Aviation Fund (Appropriated)	158.8	282.0	-	282.0
DT2030	State Highway Fund (Appropriated)	640.9	1,002.7	-	1,002.7
DT2226	Air Quality Fund (Appropriated)	114.9	171.8	7.4	179.2
	Appropriated Funds Total:	**914.6**	**1,456.5**	**7.4**	**1,463.9**
Non-Appropriated Funds					
DT2030	State Highway Fund (Non-Appropriated)	1,498.7	-	-	-
DT2097	ADOT Federal Programs Fund (Non-Appropriated)	324.2	-	-	-
DT3701	Local Agency Deposits Fund (Non-Appropriated)	7.3	-	-	-
DT6000	State Match Advantage for Rural Transportation (SMART) Fund (Non-Appropriated)	12.5	-	-	-
	Non-Appropriated Funds Total:	**1,842.7**	**-**	**-**	**-**
	Fund Source Total:	**2,757.3**	**1,456.5**	**7.4**	**1,463.9**

Program Expenditure Schedule

Agency: Department of Transportation

		FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program:	**DTA-2-0 Intermodal Transportation**				
Sub Program:	DTA-2-3 **Intermodal Transportation Planning**				
Professional & Outside Services					
	Professional and Outside Services	-	209.8	-	209.8
	External Professional & Outside Services Budget & Appropriation	13,602.2	-	-	-
	Expenditure Category Total:	**13,602.2**	**209.8**	**-**	**209.8**
Fund Source					
Appropriated Funds					
DT2226	Air Quality Fund (Appropriated)	225.0	209.8	-	209.8
	Appropriated Funds Total:	**225.0**	**209.8**	**-**	**209.8**
Non-Appropriated Funds					
DT2030	State Highway Fund (Non-Appropriated)	10,843.9	-	-	-
DT2097	ADOT Federal Programs Fund (Non-Appropriated)	902.9	-	-	-
DT3701	Local Agency Deposits Fund (Non-Appropriated)	1,596.9	-	-	-
DT6000	State Match Advantage for Rural Transportation (SMART) Fund (Non-Appropriated)	33.5	-	-	-
	Non-Appropriated Funds Total:	**13,377.2**	**-**	**-**	**-**
	Fund Source Total:	**13,602.2**	**209.8**	**-**	**209.8**

Program Expenditure Schedule

Agency: Department of Transportation

		FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program:	**DTA-2-0 Intermodal Transportation**				
Sub Program:	DTA-2-3 **Intermodal Transportation Planning**				
Travel In-State					
	Travel In-State	46.6	7.4	-	7.4
	Expenditure Category Total:	**46.6**	**7.4**	**-**	**7.4**
Fund Source					
Appropriated Funds					
DT2005	State Aviation Fund (Appropriated)	2.9	3.0	-	3.0
DT2030	State Highway Fund (Appropriated)	5.5	4.0	-	4.0
DT2226	Air Quality Fund (Appropriated)	0.3	0.4	-	0.4
	Appropriated Funds Total:	**8.7**	**7.4**	**-**	**7.4**
Non-Appropriated Funds					
DT2030	State Highway Fund (Non-Appropriated)	(354.1)	-	-	-
DT2097	ADOT Federal Programs Fund (Non-Appropriated)	392.0	-	-	-
DT6000	State Match Advantage for Rural Transportation (SMART) Fund (Non-Appropriated)	0.0	-	-	-
	Non-Appropriated Funds Total:	**37.9**	**-**	**-**	**-**
	Fund Source Total:	**46.6**	**7.4**	**-**	**7.4**

Program Expenditure Schedule

Agency: Department of Transportation

		FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program:	**DTA-2-0 Intermodal Transportation**				
Sub Program:	DTA-2-3 **Intermodal Transportation Planning**				
Travel Out-Of-State					
	Travel Out of State	68.9	11.0	-	11.0
	Expenditure Category Total:	**68.9**	**11.0**	**-**	**11.0**
Fund Source					
Appropriated Funds					
DT2005	State Aviation Fund (Appropriated)	0.9	1.0	-	1.0
DT2030	State Highway Fund (Appropriated)	7.6	6.0	-	6.0
DT2226	Air Quality Fund (Appropriated)	4.0	4.0	-	4.0
	Appropriated Funds Total:	**12.5**	**11.0**	**-**	**11.0**
Non-Appropriated Funds					
DT2030	State Highway Fund (Non-Appropriated)	39.7	-	-	-
DT2097	ADOT Federal Programs Fund (Non-Appropriated)	16.7	-	-	-
	Non-Appropriated Funds Total:	**56.4**	**-**	**-**	**-**
	Fund Source Total:	**68.9**	**11.0**	**-**	**11.0**

Program Expenditure Schedule

Agency: Department of Transportation

		FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program:	**DTA-2-0 Intermodal Transportation**				
Sub Program:	DTA-2-3 **Intermodal Transportation Planning**				
Aid To Organizations & Individuals					
	Aid to Organizations and Individuals	64,136.3	-	-	-
	Expenditure Category Total:	**64,136.3**	**-**	**-**	**-**
Fund Source					
Appropriated Funds					
DT2005	State Aviation Fund (Appropriated)	(0.2)	-	-	-
	Appropriated Funds Total:	**(0.2)**	**-**	**-**	**-**
Non-Appropriated Funds					
DT2097	ADOT Federal Programs Fund (Non-Appropriated)	25,749.3	-	-	-
DT2244	Economic Strength Project Fund (Non-Appropriated)	1,914.6	-	-	-
DT3701	Local Agency Deposits Fund (Non-Appropriated)	35,645.5	-	-	-
DT6000	State Match Advantage for Rural Transportation (SMART) Fund (Non-Appropriated)	827.1	-	-	-
	Non-Appropriated Funds Total:	**64,136.5**	**-**	**-**	**-**
	Fund Source Total:	**64,136.3**	**-**	**-**	**-**

Program Expenditure Schedule

Agency: Department of Transportation

		FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program:	**DTA-2-0 Intermodal Transportation**				
Sub Program:	DTA-2-3 **Intermodal Transportation Planning**				
Other Operating Expenditures					
	Other Operating Expenses	-	208.9	3.5	212.4
	Other Operating Expenditures Budget & Appropriation	2,224.7	-	-	-
	Expenditure Category Total:	**2,224.7**	**208.9**	**3.5**	**212.4**
Fund Source					
Appropriated Funds					
DT2005	State Aviation Fund (Appropriated)	7.9	20.0	-	20.0
DT2030	State Highway Fund (Appropriated)	120.6	188.9	-	188.9
DT2226	Air Quality Fund (Appropriated)	0.1	-	3.5	3.5
	Appropriated Funds Total:	**128.5**	**208.9**	**3.5**	**212.4**
Non-Appropriated Funds					
DT2030	State Highway Fund (Non-Appropriated)	1,942.9	-	-	-
DT2097	ADOT Federal Programs Fund (Non-Appropriated)	153.2	-	-	-
DT3701	Local Agency Deposits Fund (Non-Appropriated)	0.0	-	-	-
	Non-Appropriated Funds Total:	**2,096.1**	**-**	**-**	**-**
	Fund Source Total:	**2,224.7**	**208.9**	**3.5**	**212.4**
Capital Equipment					
	Capital Equipment Budget & Appropriation	21.9	-	-	-
	Expenditure Category Total:	**21.9**	**-**	**-**	**-**
Fund Source					
Non-Appropriated Funds					
DT2030	State Highway Fund (Non-Appropriated)	21.9	-	-	-
	Non-Appropriated Funds Total:	**21.9**	**-**	**-**	**-**
	Fund Source Total:	**21.9**	**-**	**-**	**-**

Program Expenditure Schedule

Agency: Department of Transportation

		FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program:	**DTA-2-0 Intermodal Transportation**				
Sub Program:	DTA-2-3 **Intermodal Transportation Planning**				
Non-Capital Equipment					
	Non-Capital Resources	-	3.5	-	3.5
	Non-Capital Equipment Budget & Appropriation	(94.0)	-	-	-
	Expenditure Category Total:	**(94.0)**	**3.5**	**-**	**3.5**
Fund Source					
Appropriated Funds					
DT2005	State Aviation Fund (Appropriated)	1.2	1.2	-	1.2
DT2030	State Highway Fund (Appropriated)	1.0	2.3	-	2.3
DT2226	Air Quality Fund (Appropriated)	0.1	-	-	-
	Appropriated Funds Total:	**2.3**	**3.5**	**-**	**3.5**
Non-Appropriated Funds					
DT2030	State Highway Fund (Non-Appropriated)	(96.7)	-	-	-
DT2097	ADOT Federal Programs Fund (Non-Appropriated)	0.4	-	-	-
	Non-Appropriated Funds Total:	**(96.3)**	**-**	**-**	**-**
	Fund Source Total:	**(94.0)**	**3.5**	**-**	**3.5**
Cost Allocation & Indirect Costs					
	Cost Allocation	236.2	-	-	-
	Expenditure Category Total:	**236.2**	**-**	**-**	**-**
Fund Source					
Appropriated Funds					
DT2226	Air Quality Fund (Appropriated)	236.2	-	-	-
	Appropriated Funds Total:	**236.2**	**-**	**-**	**-**
	Fund Source Total:	**236.2**	**-**	**-**	**-**

Program Expenditure Schedule

Agency: Department of Transportation

		FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program: DTA-2-0 **Intermodal Transportation**					
Sub Program: DTA-2-3 **Intermodal Transportation Planning**					
Transfers-Out					
	Transfers	2,328.8	-	-	-
	Expenditure Category Total:	**2,328.8**	**-**	**-**	**-**
Fund Source					
Non-Appropriated Funds					
DT2030	State Highway Fund (Non-Appropriated)	1,350.2	-	-	-
DT3701	Local Agency Deposits Fund (Non-Appropriated)	978.6	-	-	-
	Non-Appropriated Funds Total:	**2,328.8**	**-**	**-**	**-**
	Fund Source Total:	**2,328.8**	**-**	**-**	**-**

Employee Retirement Coverage

Retirement System	FTE	Personal Services	Fund#
Arizona State Retirement System	7.0	565.7	DT2005-A
Arizona State Retirement System	74.0	1,766.9	DT2030-A
Arizona State Retirement System	11.0	488.3	DT2226-A

Sub Program: DTA-2-4 **SLI Vehicles and Heavy Equipment**					
FTE					
	FTE	179.0	188.0	-	188.0
	Expenditure Category Total:	**-**	**-**	**-**	**-**
Fund Source					
Appropriated Funds					
DT2071	ADOT Fleet Operations Fund (Appropriated)	179.0	188.0	-	188.0
	Appropriated Funds Total:	**179.0**	**188.0**	**-**	**188.0**
	Fund Source Total:	**179.0**	**188.0**	**-**	**188.0**

Program Expenditure Schedule

Agency: Department of Transportation

		FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program:	**DTA-2-0 Intermodal Transportation**				
Sub Program:	DTA-2-4 **SLI Vehicles and Heavy Equipment**				
Personal Services					
	Personal Services	10,510.7	10,872.6	-	10,872.6
	Expenditure Category Total:	**10,510.7**	**10,872.6**	**-**	**10,872.6**
Fund Source					
Appropriated Funds					
DT2071	ADOT Fleet Operations Fund (Appropriated)	10,510.7	10,872.6	-	10,872.6
	Appropriated Funds Total:	**10,510.7**	**10,872.6**	**-**	**10,872.6**
	Fund Source Total:	**10,510.7**	**10,872.6**	**-**	**10,872.6**
Employee Related Expenditures					
	Employee Related Expenses	5,018.9	5,901.7	-	5,901.7
	Expenditure Category Total:	**5,018.9**	**5,901.7**	**-**	**5,901.7**
Fund Source					
Appropriated Funds					
DT2071	ADOT Fleet Operations Fund (Appropriated)	5,018.9	5,901.7	-	5,901.7
	Appropriated Funds Total:	**5,018.9**	**5,901.7**	**-**	**5,901.7**
	Fund Source Total:	**5,018.9**	**5,901.7**	**-**	**5,901.7**
Professional & Outside Services					
	Professional and Outside Services	-	425.0	-	425.0
	External Professional & Outside Services Budget & Appropriation	382.7	-	-	-
	Expenditure Category Total:	**382.7**	**425.0**	**-**	**425.0**
Fund Source					
Appropriated Funds					
DT2071	ADOT Fleet Operations Fund (Appropriated)	382.7	425.0	-	425.0
	Appropriated Funds Total:	**382.7**	**425.0**	**-**	**425.0**
	Fund Source Total:	**382.7**	**425.0**	**-**	**425.0**

Program Expenditure Schedule

Agency: Department of Transportation

		FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program:	**DTA-2-0 Intermodal Transportation**				
Sub Program:	DTA-2-4 **SLI Vehicles and Heavy Equipment**				
Travel In-State					
	Travel In-State	67.6	50.0	-	50.0
	Expenditure Category Total:	**67.6**	**50.0**	**-**	**50.0**
Fund Source					
Appropriated Funds					
DT2071	ADOT Fleet Operations Fund (Appropriated)	67.6	50.0	-	50.0
	Appropriated Funds Total:	**67.6**	**50.0**	**-**	**50.0**
	Fund Source Total:	**67.6**	**50.0**	**-**	**50.0**
Travel Out-Of-State					
	Travel Out of State	8.5	5.0	-	5.0
	Expenditure Category Total:	**8.5**	**5.0**	**-**	**5.0**
Fund Source					
Appropriated Funds					
DT2071	ADOT Fleet Operations Fund (Appropriated)	8.5	5.0	-	5.0
	Appropriated Funds Total:	**8.5**	**5.0**	**-**	**5.0**
	Fund Source Total:	**8.5**	**5.0**	**-**	**5.0**

Program Expenditure Schedule

Agency: Department of Transportation

		FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program:	**DTA-2-0 Intermodal Transportation**				
Sub Program:	DTA-2-4 **SLI Vehicles and Heavy Equipment**				
Other Operating Expenditures					
	Other Operating Expenses	-	9,574.6	-	9,574.6
	Other Operating Expenditures Budget & Appropriation	7,162.4	-	-	-
	Expenditure Category Total:	**7,162.4**	**9,574.6**	**-**	**9,574.6**
Fund Source					
Appropriated Funds					
DT2071	ADOT Fleet Operations Fund (Appropriated)	7,162.0	9,574.6	-	9,574.6
	Appropriated Funds Total:	**7,162.0**	**9,574.6**	**-**	**9,574.6**
Non-Appropriated Funds					
DT2071	ADOT Fleet Operations Fund (Non-Appropriated)	0.4	-	-	-
	Non-Appropriated Funds Total:	**0.4**	**-**	**-**	**-**
	Fund Source Total:	**7,162.4**	**9,574.6**	**-**	**9,574.6**
Capital Outlay					
	Capital Outlay	0.8	-	-	-
	Expenditure Category Total:	**0.8**	**-**	**-**	**-**
Fund Source					
Appropriated Funds					
DT2071	ADOT Fleet Operations Fund (Appropriated)	0.8	-	-	-
	Appropriated Funds Total:	**0.8**	**-**	**-**	**-**
	Fund Source Total:	**0.8**	**-**	**-**	**-**

Program Expenditure Schedule

Agency: Department of Transportation

		FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program:	**DTA-2-0 Intermodal Transportation**				
Sub Program:	DTA-2-4 **SLI Vehicles and Heavy Equipment**				
Capital Equipment					
	Capital Equipment	-	450.0	-	450.0
	Capital Equipment Budget & Appropriation	405.4	-	-	-
	Expenditure Category Total:	**405.4**	**450.0**	**-**	**450.0**
Fund Source					
Appropriated Funds					
DT2071	ADOT Fleet Operations Fund (Appropriated)	405.4	450.0	-	450.0
	Appropriated Funds Total:	**405.4**	**450.0**	**-**	**450.0**
	Fund Source Total:	**405.4**	**450.0**	**-**	**450.0**
Non-Capital Equipment					
	Non-Capital Resources	-	100.0	-	100.0
	Non-Capital Equipment Budget & Appropriation	114.3	-	-	-
	Expenditure Category Total:	**114.3**	**100.0**	**-**	**100.0**
Fund Source					
Appropriated Funds					
DT2071	ADOT Fleet Operations Fund (Appropriated)	114.3	100.0	-	100.0
	Appropriated Funds Total:	**114.3**	**100.0**	**-**	**100.0**
	Fund Source Total:	**114.3**	**100.0**	**-**	**100.0**

Employee Retirement Coverage

Retirement System	FTE	Personal Services	Fund#
Non-Participating	2.0	91.0	DT2071-A
Arizona State Retirement System	186.0	10,781.6	DT2071-A

Program Expenditure Schedule

Agency: Department of Transportation

		FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program:	**DTA-2-0 Intermodal Transportation**				
Sub Program:	DTA-2-5 **SLI ADOT fleet vehicles and heavy equipment maintenance contingency**				
Other Operating Expenditures					
	Other Operating Expenses	-	1,000.0	295.1	1,295.1
	Other Operating Expenditures Budget & Appropriation	385.6	-	-	-
	Expenditure Category Total:	**385.6**	**1,000.0**	**295.1**	**1,295.1**
Fund Source					
Appropriated Funds					
DT2071	ADOT Fleet Operations Fund (Appropriated)	385.6	1,000.0	295.1	1,295.1
	Appropriated Funds Total:	**385.6**	**1,000.0**	**295.1**	**1,295.1**
	Fund Source Total:	**385.6**	**1,000.0**	**295.1**	**1,295.1**

Employee Retirement Coverage

Retirement System	FTE	Personal Services	Fund#
	-	-	

Sub Program: DTA-2-6 **SLI Construction Management System Replacement**

		FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Other Operating Expenditures					
	Other Operating Expenses	-	6,844.6	(5,322.1)	1,522.5
	Other Operating Expenditures Budget & Appropriation	3,314.3	-	-	-
	Expenditure Category Total:	**3,314.3**	**6,844.6**	**(5,322.1)**	**1,522.5**
Fund Source					
Appropriated Funds					
DT2030	State Highway Fund (Appropriated)	3,314.3	6,844.6	(5,322.1)	1,522.5
	Appropriated Funds Total:	**3,314.3**	**6,844.6**	**(5,322.1)**	**1,522.5**
	Fund Source Total:	**3,314.3**	**6,844.6**	**(5,322.1)**	**1,522.5**

Employee Retirement Coverage

Retirement System	FTE	Personal Services	Fund#
	-	-	

Program Expenditure Schedule

Agency: Department of Transportation

		FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program:	**DTA-2-0 Intermodal Transportation**				
Sub Program:	DTA-2-7 **SLI Livestock Control and Wildlife Crossing**				
Personal Services					
	Personal Services	61.3	100.0	-	100.0
	Expenditure Category Total:	**61.3**	**100.0**	**-**	**100.0**
Fund Source					
Appropriated Funds					
DT2030	State Highway Fund (Appropriated)	61.3	100.0	-	100.0
	Appropriated Funds Total:	**61.3**	**100.0**	**-**	**100.0**
	Fund Source Total:	**61.3**	**100.0**	**-**	**100.0**
Employee Related Expenditures					
	Employee Related Expenses	33.5	50.4	-	50.4
	Expenditure Category Total:	**33.5**	**50.4**	**-**	**50.4**
Fund Source					
Appropriated Funds					
DT2030	State Highway Fund (Appropriated)	33.5	50.4	-	50.4
	Appropriated Funds Total:	**33.5**	**50.4**	**-**	**50.4**
	Fund Source Total:	**33.5**	**50.4**	**-**	**50.4**
Other Operating Expenditures					
	Other Operating Expenses	-	1,349.6	-	1,349.6
	Other Operating Expenditures Budget & Appropriation	336.6	-	-	-
	Expenditure Category Total:	**336.6**	**1,349.6**	**-**	**1,349.6**
Fund Source					
Appropriated Funds					
DT2030	State Highway Fund (Appropriated)	336.6	1,349.6	-	1,349.6
	Appropriated Funds Total:	**336.6**	**1,349.6**	**-**	**1,349.6**
	Fund Source Total:	**336.6**	**1,349.6**	**-**	**1,349.6**

Employee Retirement Coverage

Retirement System	FTE	Personal Services	Fund#

Program Expenditure Schedule

Agency: Department of Transportation

		FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program:	**DTA-2-0 Intermodal Transportation**				
Arizona State Retirement System		-	100.0	DT2030-A	
Sub Program:	DTA-2-8 **SLI Highway Damage Recovery Account**				
Other Operating Expenditures					
	Other Operating Expenses	-	7,999.0	-	7,999.0
	Other Operating Expenditures Budget & Appropriation	7,080.0	-	-	-
	Expenditure Category Total:	**7,080.0**	**7,999.0**	**-**	**7,999.0**
Fund Source					
Appropriated Funds					
DT2044	Highway Damage Recovery Account Fund (Appropriated)	7,080.0	7,999.0	-	7,999.0
	Appropriated Funds Total:	**7,080.0**	**7,999.0**	**-**	**7,999.0**
	Fund Source Total:	**7,080.0**	**7,999.0**	**-**	**7,999.0**

Employee Retirement Coverage

Retirement System	FTE	Personal Services	Fund#
	-	-	

Sub Program:	DTA-2-11 **SLI Preventative Surface Treatments**				
Personal Services					
	Personal Services	628.1	751.7	-	751.7
	Expenditure Category Total:	**628.1**	**751.7**	**-**	**751.7**
Fund Source					
Appropriated Funds					
DT2030	State Highway Fund (Appropriated)	628.1	751.7	-	751.7
	Appropriated Funds Total:	**628.1**	**751.7**	**-**	**751.7**
	Fund Source Total:	**628.1**	**751.7**	**-**	**751.7**

Program Expenditure Schedule

Agency: Department of Transportation

		FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program:	**DTA-2-0 Intermodal Transportation**				
Sub Program:	DTA-2-11 **SLI Preventative Surface Treatments**				
Employee Related Expenditures					
	Employee Related Expenses	241.2	305.8	-	305.8
	Expenditure Category Total:	**241.2**	**305.8**	**-**	**305.8**
Fund Source					
Appropriated Funds					
DT2030	State Highway Fund (Appropriated)	241.2	305.8	-	305.8
	Appropriated Funds Total:	**241.2**	**305.8**	**-**	**305.8**
	Fund Source Total:	**241.2**	**305.8**	**-**	**305.8**
Other Operating Expenditures					
	Other Operating Expenses	-	35,084.5	(860.5)	34,224.0
	Other Operating Expenditures Budget & Appropriation	27,879.8	-	-	-
	Expenditure Category Total:	**27,879.8**	**35,084.5**	**(860.5)**	**34,224.0**
Fund Source					
Appropriated Funds					
DT2030	State Highway Fund (Appropriated)	27,879.8	35,084.5	(860.5)	34,224.0
	Appropriated Funds Total:	**27,879.8**	**35,084.5**	**(860.5)**	**34,224.0**
	Fund Source Total:	**27,879.8**	**35,084.5**	**(860.5)**	**34,224.0**

Employee Retirement Coverage

Retirement System	FTE	Personal Services	Fund#
Arizona State Retirement System	-	751.7	DT2030-A

Program Expenditure Schedule

Agency: Department of Transportation

		FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program:	**DTA-2-0 Intermodal Transportation**				
Sub Program:	DTA-2-13 **SLI Targeted Statewide Litter Removal**				
Other Operating Expenditures					
	Other Operating Expenses	-	3,106.8	-	3,106.8
	Other Operating Expenditures Budget & Appropriation	2,927.8	-	-	-
	Expenditure Category Total:	**2,927.8**	**3,106.8**	**-**	**3,106.8**
Fund Source					
Appropriated Funds					
DT2030	State Highway Fund (Appropriated)	2,927.8	3,106.8	-	3,106.8
	Appropriated Funds Total:	**2,927.8**	**3,106.8**	**-**	**3,106.8**
	Fund Source Total:	**2,927.8**	**3,106.8**	**-**	**3,106.8**

Employee Retirement Coverage

Retirement System	FTE	Personal Services	Fund#
	-	-	

Program Expenditure Schedule

Agency: Department of Transportation

		FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program:	**DTA-2-0 Intermodal Transportation**				
Sub Program:	DTA-2-14 **SLI Radio Lifecycle Replacement**				
Other Operating Expenditures					
	Other Operating Expenses	-	29.5	-	29.5
	Other Operating Expenditures Budget & Appropriation	29.5	-	-	-
	Expenditure Category Total:	**29.5**	**29.5**	**-**	**29.5**
Fund Source					
Appropriated Funds					
DT2030	State Highway Fund (Appropriated)	29.5	29.5	-	29.5
	Appropriated Funds Total:	**29.5**	**29.5**	**-**	**29.5**
	Fund Source Total:	**29.5**	**29.5**	**-**	**29.5**
Capital Equipment					
	Capital Equipment	-	1,626.6	-	1,626.6
	Capital Equipment Budget & Appropriation	1,598.8	-	-	-
	Expenditure Category Total:	**1,598.8**	**1,626.6**	**-**	**1,626.6**
Fund Source					
Appropriated Funds					
DT2030	State Highway Fund (Appropriated)	1,598.8	1,626.6	-	1,626.6
	Appropriated Funds Total:	**1,598.8**	**1,626.6**	**-**	**1,626.6**
	Fund Source Total:	**1,598.8**	**1,626.6**	**-**	**1,626.6**

Employee Retirement Coverage

Retirement System	FTE	Personal Services	Fund#
	-	-	

Program Expenditure Schedule

Agency: Department of Transportation

		FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program:	**DTA-3-0 Motor Vehicle**				
FTE					
	FTE	1,107.0	1,147.0	8.0	1,155.0
	Expenditure Category Total:	-	-	-	-
Fund Source					
Appropriated Funds					
DT2030	State Highway Fund (Appropriated)	1,054.0	1,082.0	8.0	1,090.0
DT2208	Ignition Interlock Device Fund (Appropriated)	9.0	5.0	-	5.0
DT2272	Vehicle Inspection and Certificate of Title Enforcement Fund (Appropriated)	15.0	27.0	-	27.0
DT2285	Motor Vehicle Liability Insurance Enforcement Fund (Appropriated)	20.0	25.0	-	25.0
DT3113	Highway User Revenue Fund (Appropriated)	9.0	8.0	-	8.0
	Appropriated Funds Total:	**1,107.0**	**1,147.0**	**8.0**	**1,155.0**
	Fund Source Total:	**1,107.0**	**1,147.0**	**8.0**	**1,155.0**
Personal Services					
	Personal Services	55,457.6	55,405.4	470.3	55,875.7
	Expenditure Category Total:	**55,457.6**	**55,405.4**	**470.3**	**55,875.7**
Fund Source					
Appropriated Funds					
DT2030	State Highway Fund (Appropriated)	51,554.5	52,598.3	470.3	53,068.6
DT2208	Ignition Interlock Device Fund (Appropriated)	206.6	235.1	-	235.1
DT2272	Vehicle Inspection and Certificate of Title Enforcement Fund (Appropriated)	1,117.8	1,124.2	-	1,124.2
DT2285	Motor Vehicle Liability Insurance Enforcement Fund (Appropriated)	928.8	962.1	-	962.1
DT3113	Highway User Revenue Fund (Appropriated)	479.9	485.7	-	485.7
	Appropriated Funds Total:	**54,287.6**	**55,405.4**	**470.3**	**55,875.7**
Non-Appropriated Funds					
DT2030	State Highway Fund (Non-Appropriated)	1,170.0	-	-	-
	Non-Appropriated Funds Total:	**1,170.0**	**-**	**-**	**-**
	Fund Source Total:	**55,457.6**	**55,405.4**	**470.3**	**55,875.7**

Program Expenditure Schedule

Agency: Department of Transportation

		FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program:	**DTA-3-0 Motor Vehicle**				
Employee Related Expenditures					
	Employee Related Expenses	28,192.9	31,654.5	229.1	31,883.6
	Expenditure Category Total:	**28,192.9**	**31,654.5**	**229.1**	**31,883.6**
Fund Source					
Appropriated Funds					
DT2030	State Highway Fund (Appropriated)	26,317.9	29,946.8	229.1	30,175.9
DT2208	Ignition Interlock Device Fund (Appropriated)	103.1	112.0	-	112.0
DT2272	Vehicle Inspection and Certificate of Title Enforcement Fund (Appropriated)	506.8	716.9	-	716.9
DT2285	Motor Vehicle Liability Insurance Enforcement Fund (Appropriated)	448.2	551.9	-	551.9
DT3113	Highway User Revenue Fund (Appropriated)	246.5	326.9	-	326.9
	Appropriated Funds Total:	**27,622.4**	**31,654.5**	**229.1**	**31,883.6**
Non-Appropriated Funds					
DT2030	State Highway Fund (Non-Appropriated)	570.5	-	-	-
	Non-Appropriated Funds Total:	**570.5**	**-**	**-**	**-**
	Fund Source Total:	**28,192.9**	**31,654.5**	**229.1**	**31,883.6**
Professional & Outside Services					
	Professional and Outside Services	-	1,201.2	62.4	1,263.6
	External Professional & Outside Services Budget & Appropriation	3,275.7	-	-	-
	Expenditure Category Total:	**3,275.7**	**1,201.2**	**62.4**	**1,263.6**
Fund Source					
Appropriated Funds					
DT2030	State Highway Fund (Appropriated)	1,251.7	1,201.2	-	1,201.2
DT2285	Motor Vehicle Liability Insurance Enforcement Fund (Appropriated)	-	-	62.4	62.4
	Appropriated Funds Total:	**1,251.7**	**1,201.2**	**62.4**	**1,263.6**
Non-Appropriated Funds					
DT2030	State Highway Fund (Non-Appropriated)	171.0	-	-	-
DT2500	IGA and ISA Fund (Non-Appropriated)	1,853.1	-	-	-
	Non-Appropriated Funds Total:	**2,024.1**	**-**	**-**	**-**
	Fund Source Total:	**3,275.7**	**1,201.2**	**62.4**	**1,263.6**

Program Expenditure Schedule

Agency: Department of Transportation

		FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program:	**DTA-3-0 Motor Vehicle**				
Travel In-State					
	Travel In-State	380.5	392.7	-	392.7
	Expenditure Category Total:	**380.5**	**392.7**	**-**	**392.7**
Fund Source					
Appropriated Funds					
DT2030	State Highway Fund (Appropriated)	358.3	389.7	-	389.7
DT2272	Vehicle Inspection and Certificate of Title Enforcement Fund (Appropriated)	0.5	-	-	-
DT2285	Motor Vehicle Liability Insurance Enforcement Fund (Appropriated)	0.3	-	-	-
DT3113	Highway User Revenue Fund (Appropriated)	2.7	3.0	-	3.0
	Appropriated Funds Total:	**361.9**	**392.7**	**-**	**392.7**
Non-Appropriated Funds					
DT2030	State Highway Fund (Non-Appropriated)	18.7	-	-	-
	Non-Appropriated Funds Total:	**18.7**	**-**	**-**	**-**
	Fund Source Total:	**380.5**	**392.7**	**-**	**392.7**
Travel Out-Of-State					
	Travel Out of State	49.4	22.4	-	22.4
	Expenditure Category Total:	**49.4**	**22.4**	**-**	**22.4**
Fund Source					
Appropriated Funds					
DT2030	State Highway Fund (Appropriated)	27.7	20.4	-	20.4
DT2208	Ignition Interlock Device Fund (Appropriated)	1.5	-	-	-
DT3113	Highway User Revenue Fund (Appropriated)	-	2.0	-	2.0
	Appropriated Funds Total:	**29.2**	**22.4**	**-**	**22.4**
Non-Appropriated Funds					
DT2030	State Highway Fund (Non-Appropriated)	20.2	-	-	-
	Non-Appropriated Funds Total:	**20.2**	**-**	**-**	**-**
	Fund Source Total:	**49.4**	**22.4**	**-**	**22.4**
Food					

Program Expenditure Schedule

Agency: Department of Transportation

		FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program:	**DTA-3-0 Motor Vehicle**				
	Food	4.2	0.8	-	0.8
	Expenditure Category Total:	**4.2**	**0.8**	**-**	**0.8**
Fund Source					
Appropriated Funds					
DT2030	State Highway Fund (Appropriated)	4.2	0.8	-	0.8
	Appropriated Funds Total:	**4.2**	**0.8**	**-**	**0.8**
	Fund Source Total:	**4.2**	**0.8**	**-**	**0.8**
Aid To Organizations & Individuals					
	Aid to Organizations and Individuals	8,120.8	-	-	-
	Expenditure Category Total:	**8,120.8**	**-**	**-**	**-**
Fund Source					
Non-Appropriated Funds					
DT2650	Statewide Special Plates Fund (Non-Appropriated)	8,120.8	-	-	-
	Non-Appropriated Funds Total:	**8,120.8**	**-**	**-**	**-**
	Fund Source Total:	**8,120.8**	**-**	**-**	**-**
Other Operating Expenditures					
	Other Operating Expenses	-	39,405.7	1,050.2	40,455.9
	Other Operating Expenditures Budget & Appropriation	40,541.9	-	-	-
	Expenditure Category Total:	**40,541.9**	**39,405.7**	**1,050.2**	**40,455.9**
Fund Source					
Appropriated Funds					
DT2030	State Highway Fund (Appropriated)	27,621.5	29,054.4	1,050.2	30,104.6
DT2208	Ignition Interlock Device Fund (Appropriated)	63.3	3.5	-	3.5
DT2272	Vehicle Inspection and Certificate of Title Enforcement Fund (Appropriated)	30.0	45.2	-	45.2
DT2285	Motor Vehicle Liability Insurance Enforcement Fund (Appropriated)	214.4	163.5	-	163.5
DT3113	Highway User Revenue Fund (Appropriated)	80.5	39.1	-	39.1
	Appropriated Funds Total:	**28,009.7**	**29,305.7**	**1,050.2**	**30,355.9**

Program Expenditure Schedule

Agency: Department of Transportation

		FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program:	**DTA-3-0 Motor Vehicle**				
Non-Appropriated Funds					
DT2030	State Highway Fund (Non-Appropriated)	11,505.2	8,900.0	-	8,900.0
DT2150	Abandoned Vehicles Administration Fund (Non-Appropriated)	1,022.2	1,200.0	-	1,200.0
DT2500	IGA and ISA Fund (Non-Appropriated)	4.8	-	-	-
	Non-Appropriated Funds Total:	**12,532.3**	**10,100.0**	**-**	**10,100.0**
	Fund Source Total:	**40,541.9**	**39,405.7**	**1,050.2**	**40,455.9**
Capital Outlay					
	Capital Outlay	10.8	39.2	-	39.2
	Expenditure Category Total:	**10.8**	**39.2**	**-**	**39.2**
Fund Source					
Appropriated Funds					
DT2030	State Highway Fund (Appropriated)	6.7	39.2	-	39.2
DT2272	Vehicle Inspection and Certificate of Title Enforcement Fund (Appropriated)	4.1	-	-	-
	Appropriated Funds Total:	**10.8**	**39.2**	**-**	**39.2**
	Fund Source Total:	**10.8**	**39.2**	**-**	**39.2**
Capital Equipment					
	Capital Equipment	-	1,323.9	2,746.7	4,070.6
	Capital Equipment Budget & Appropriation	1,445.4	-	-	-
	Expenditure Category Total:	**1,445.4**	**1,323.9**	**2,746.7**	**4,070.6**
Fund Source					
Appropriated Funds					
DT2030	State Highway Fund (Appropriated)	1,352.1	1,323.9	284.7	1,608.6
DT2285	Motor Vehicle Liability Insurance Enforcement Fund (Appropriated)	-	-	2,462.0	2,462.0
	Appropriated Funds Total:	**1,352.1**	**1,323.9**	**2,746.7**	**4,070.6**
Non-Appropriated Funds					
DT2030	State Highway Fund (Non-Appropriated)	93.3	-	-	-
	Non-Appropriated Funds Total:	**93.3**	**-**	**-**	**-**
	Fund Source Total:	**1,445.4**	**1,323.9**	**2,746.7**	**4,070.6**
Non-Capital Equipment					

Program Expenditure Schedule

Agency: Department of Transportation

		FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program:	**DTA-3-0 Motor Vehicle**				
	Non-Capital Resources	-	604.5	183.1	787.6
	Non-Capital Equipment Budget & Appropriation	937.5	-	-	-
	Expenditure Category Total:	**937.5**	**604.5**	**183.1**	**787.6**
Fund Source					
Appropriated Funds					
DT2030	State Highway Fund (Appropriated)	858.9	603.3	183.1	786.4
DT2272	Vehicle Inspection and Certificate of Title Enforcement Fund (Appropriated)	5.2	-	-	-
DT2285	Motor Vehicle Liability Insurance Enforcement Fund (Appropriated)	7.4	-	-	-
DT3113	Highway User Revenue Fund (Appropriated)	-	1.2	-	1.2
	Appropriated Funds Total:	**871.6**	**604.5**	**183.1**	**787.6**
Non-Appropriated Funds					
DT2030	State Highway Fund (Non-Appropriated)	28.6	-	-	-
DT2500	IGA and ISA Fund (Non-Appropriated)	37.4	-	-	-
	Non-Appropriated Funds Total:	**66.0**	**-**	**-**	**-**
	Fund Source Total:	**937.5**	**604.5**	**183.1**	**787.6**
Transfers-Out					
	Transfers	(798.7)	-	-	-
	Expenditure Category Total:	**(798.7)**	**-**	**-**	**-**
Fund Source					
Appropriated Funds					
DT2030	State Highway Fund (Appropriated)	(798.7)	-	-	-
	Appropriated Funds Total:	**(798.7)**	**-**	**-**	**-**
	Fund Source Total:	**(798.7)**	**-**	**-**	**-**

Program Expenditure Schedule

Agency: Department of Transportation

Program: DTA-3-0 Motor Vehicle

Employee Retirement Coverage

Retirement System	FTE	Personal Services	Fund#
Non-Participating	6.0	417.6	DT2030-A
Arizona State Retirement System	1,076.0	52,180.7	DT2030-A
Arizona State Retirement System	5.0	235.1	DT2208-A
Arizona State Retirement System	27.0	1,124.2	DT2272-A
Arizona State Retirement System	25.0	962.1	DT2285-A
Arizona State Retirement System	8.0	485.7	DT3113-A

Sub Program: DTA-3-1 Customer Services

FTE

		FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
	FTE	832.0	841.0	-	841.0
	Expenditure Category Total:	-	-	-	-

Fund Source

Appropriated Funds

DT2030	State Highway Fund (Appropriated)	810.0	825.0	-	825.0
DT2208	Ignition Interlock Device Fund (Appropriated)	9.0	5.0	-	5.0
DT2285	Motor Vehicle Liability Insurance Enforcement Fund (Appropriated)	13.0	11.0	-	11.0
	Appropriated Funds Total:	**832.0**	**841.0**	**-**	**841.0**
	Fund Source Total:	**832.0**	**841.0**	**-**	**841.0**

Program Expenditure Schedule

Agency: Department of Transportation

		FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program:	**DTA-3-0 Motor Vehicle**				
Sub Program:	DTA-3-1 **Customer Services**				
Personal Services					
	Personal Services	37,215.6	36,732.2	-	36,732.2
	Expenditure Category Total:	**37,215.6**	**36,732.2**	**-**	**36,732.2**
Fund Source					
Appropriated Funds					
DT2030	State Highway Fund (Appropriated)	36,609.7	36,221.4	-	36,221.4
DT2208	Ignition Interlock Device Fund (Appropriated)	206.6	235.1	-	235.1
DT2285	Motor Vehicle Liability Insurance Enforcement Fund (Appropriated)	236.2	275.7	-	275.7
	Appropriated Funds Total:	**37,052.5**	**36,732.2**	**-**	**36,732.2**
Non-Appropriated Funds					
DT2030	State Highway Fund (Non-Appropriated)	163.1	-	-	-
	Non-Appropriated Funds Total:	**163.1**	**-**	**-**	**-**
	Fund Source Total:	**37,215.6**	**36,732.2**	**-**	**36,732.2**
Employee Related Expenditures					
	Employee Related Expenses	19,434.7	21,829.6	-	21,829.6
	Expenditure Category Total:	**19,434.7**	**21,829.6**	**-**	**21,829.6**
Fund Source					
Appropriated Funds					
DT2030	State Highway Fund (Appropriated)	19,187.1	21,539.4	-	21,539.4
DT2208	Ignition Interlock Device Fund (Appropriated)	103.1	112.0	-	112.0
DT2285	Motor Vehicle Liability Insurance Enforcement Fund (Appropriated)	102.8	178.2	-	178.2
	Appropriated Funds Total:	**19,393.0**	**21,829.6**	**-**	**21,829.6**
Non-Appropriated Funds					
DT2030	State Highway Fund (Non-Appropriated)	41.7	-	-	-
	Non-Appropriated Funds Total:	**41.7**	**-**	**-**	**-**
	Fund Source Total:	**19,434.7**	**21,829.6**	**-**	**21,829.6**

Program Expenditure Schedule

Agency: Department of Transportation

		FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program:	**DTA-3-0 Motor Vehicle**				
Sub Program:	DTA-3-1 **Customer Services**				
Professional & Outside Services					
	Professional and Outside Services	-	1,200.0	-	1,200.0
	External Professional & Outside Services Budget & Appropriation	3,095.1	-	-	-
	Expenditure Category Total:	**3,095.1**	**1,200.0**	**-**	**1,200.0**
Fund Source					
Appropriated Funds					
DT2030	State Highway Fund (Appropriated)	1,071.0	1,200.0	-	1,200.0
	Appropriated Funds Total:	**1,071.0**	**1,200.0**	**-**	**1,200.0**
Non-Appropriated Funds					
DT2030	State Highway Fund (Non-Appropriated)	171.0	-	-	-
DT2500	IGA and ISA Fund (Non-Appropriated)	1,853.1	-	-	-
	Non-Appropriated Funds Total:	**2,024.1**	**-**	**-**	**-**
	Fund Source Total:	**3,095.1**	**1,200.0**	**-**	**1,200.0**
Travel In-State					
	Travel In-State	164.6	192.0	-	192.0
	Expenditure Category Total:	**164.6**	**192.0**	**-**	**192.0**
Fund Source					
Appropriated Funds					
DT2030	State Highway Fund (Appropriated)	164.6	192.0	-	192.0
	Appropriated Funds Total:	**164.6**	**192.0**	**-**	**192.0**
	Fund Source Total:	**164.6**	**192.0**	**-**	**192.0**

Program Expenditure Schedule

Agency: Department of Transportation

		FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program:	**DTA-3-0 Motor Vehicle**				
Sub Program:	DTA-3-1 **Customer Services**				
Travel Out-Of-State					
	Travel Out of State	15.1	9.6	-	9.6
	Expenditure Category Total:	**15.1**	**9.6**	**-**	**9.6**
Fund Source					
Appropriated Funds					
DT2030	State Highway Fund (Appropriated)	15.8	9.6	-	9.6
DT2208	Ignition Interlock Device Fund (Appropriated)	1.5	-	-	-
	Appropriated Funds Total:	**17.3**	**9.6**	**-**	**9.6**
Non-Appropriated Funds					
DT2030	State Highway Fund (Non-Appropriated)	(2.2)	-	-	-
	Non-Appropriated Funds Total:	**(2.2)**	**-**	**-**	**-**
	Fund Source Total:	**15.1**	**9.6**	**-**	**9.6**
Food					
	Food	3.4	-	-	-
	Expenditure Category Total:	**3.4**	**-**	**-**	**-**
Fund Source					
Appropriated Funds					
DT2030	State Highway Fund (Appropriated)	3.4	-	-	-
	Appropriated Funds Total:	**3.4**	**-**	**-**	**-**
	Fund Source Total:	**3.4**	**-**	**-**	**-**
Aid To Organizations & Individuals					
	Aid to Organizations and Individuals	8,120.8	-	-	-
	Expenditure Category Total:	**8,120.8**	**-**	**-**	**-**
Fund Source					
Non-Appropriated Funds					
DT2650	Statewide Special Plates Fund (Non-Appropriated)	8,120.8	-	-	-
	Non-Appropriated Funds Total:	**8,120.8**	**-**	**-**	**-**
	Fund Source Total:	**8,120.8**	**-**	**-**	**-**

Program Expenditure Schedule

Agency: Department of Transportation

		FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program:	**DTA-3-0 Motor Vehicle**				
Sub Program:	DTA-3-1 **Customer Services**				
Other Operating Expenditures					
	Other Operating Expenses	-	35,318.9	603.2	35,922.1
	Other Operating Expenditures Budget & Appropriation	36,628.3	-	-	-
	Expenditure Category Total:	**36,628.3**	**35,318.9**	**603.2**	**35,922.1**
Fund Source					
Appropriated Funds					
DT2030	State Highway Fund (Appropriated)	24,299.3	25,111.5	603.2	25,714.7
DT2208	Ignition Interlock Device Fund (Appropriated)	63.3	3.5	-	3.5
DT2285	Motor Vehicle Liability Insurance Enforcement Fund (Appropriated)	165.3	103.9	-	103.9
	Appropriated Funds Total:	**24,527.9**	**25,218.9**	**603.2**	**25,822.1**
Non-Appropriated Funds					
DT2030	State Highway Fund (Non-Appropriated)	11,078.2	8,900.0	-	8,900.0
DT2150	Abandoned Vehicles Administration Fund (Non-Appropriated)	1,022.2	1,200.0	-	1,200.0
	Non-Appropriated Funds Total:	**12,100.4**	**10,100.0**	**-**	**10,100.0**
	Fund Source Total:	**36,628.3**	**35,318.9**	**603.2**	**35,922.1**
Capital Outlay					
	Capital Outlay	4.1	36.0	-	36.0
	Expenditure Category Total:	**4.1**	**36.0**	**-**	**36.0**
Fund Source					
Appropriated Funds					
DT2030	State Highway Fund (Appropriated)	4.1	36.0	-	36.0
	Appropriated Funds Total:	**4.1**	**36.0**	**-**	**36.0**
	Fund Source Total:	**4.1**	**36.0**	**-**	**36.0**

Program Expenditure Schedule

Agency: Department of Transportation

		FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program:	**DTA-3-0 Motor Vehicle**				
Sub Program:	DTA-3-1 **Customer Services**				
Capital Equipment					
	Capital Equipment	-	36.0	-	36.0
	Expenditure Category Total:	**-**	**36.0**	**-**	**36.0**
Fund Source					
Appropriated Funds					
DT2030	State Highway Fund (Appropriated)	-	36.0	-	36.0
	Appropriated Funds Total:	**-**	**36.0**	**-**	**36.0**
	Fund Source Total:	**-**	**36.0**	**-**	**36.0**
Non-Capital Equipment					
	Non-Capital Equipment Budget & Appropriation	127.3	-	-	-
	Expenditure Category Total:	**127.3**	**-**	**-**	**-**
Fund Source					
Appropriated Funds					
DT2030	State Highway Fund (Appropriated)	127.3	-	-	-
	Appropriated Funds Total:	**127.3**	**-**	**-**	**-**
	Fund Source Total:	**127.3**	**-**	**-**	**-**

Employee Retirement Coverage

Retirement System	FTE	Personal Services	Fund#
Non-Participating	4.0	108.6	DT2030-A
Arizona State Retirement System	821.0	36,112.8	DT2030-A
Arizona State Retirement System	5.0	235.1	DT2208-A
Arizona State Retirement System	11.0	275.7	DT2285-A

Sub Program: DTA-3-2 **Motor Vehicle Enforcement Services**

Program Expenditure Schedule

Agency: Department of Transportation

		FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program:	**DTA-3-0 Motor Vehicle**				
Sub Program:	DTA-3-2 **Motor Vehicle Enforcement Services**				
FTE					
	FTE	246.0	279.0	8.0	287.0
	Expenditure Category Total:	-	-	-	-
Fund Source					
Appropriated Funds					
DT2030	State Highway Fund (Appropriated)	220.0	235.0	8.0	243.0
DT2272	Vehicle Inspection and Certificate of Title Enforcement Fund (Appropriated)	14.0	26.0	-	26.0
DT2285	Motor Vehicle Liability Insurance Enforcement Fund (Appropriated)	7.0	13.0	-	13.0
DT3113	Highway User Revenue Fund (Appropriated)	5.0	5.0	-	5.0
	Appropriated Funds Total:	**246.0**	**279.0**	**8.0**	**287.0**
	Fund Source Total:	**246.0**	**279.0**	**8.0**	**287.0**
Personal Services					
	Personal Services	17,102.9	17,476.1	470.3	17,946.4
	Expenditure Category Total:	**17,102.9**	**17,476.1**	**470.3**	**17,946.4**
Fund Source					
Appropriated Funds					
DT2030	State Highway Fund (Appropriated)	13,995.2	15,386.6	470.3	15,856.9
DT2272	Vehicle Inspection and Certificate of Title Enforcement Fund (Appropriated)	1,064.2	1,074.4	-	1,074.4
DT2285	Motor Vehicle Liability Insurance Enforcement Fund (Appropriated)	652.9	646.0	-	646.0
DT3113	Highway User Revenue Fund (Appropriated)	383.7	369.1	-	369.1
	Appropriated Funds Total:	**16,096.0**	**17,476.1**	**470.3**	**17,946.4**
Non-Appropriated Funds					
DT2030	State Highway Fund (Non-Appropriated)	1,006.9	-	-	-
	Non-Appropriated Funds Total:	**1,006.9**	**-**	**-**	**-**
	Fund Source Total:	**17,102.9**	**17,476.1**	**470.3**	**17,946.4**

Program Expenditure Schedule

Agency: Department of Transportation

		FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program:	**DTA-3-0 Motor Vehicle**				
Sub Program:	DTA-3-2 **Motor Vehicle Enforcement Services**				
Employee Related Expenditures					
	Employee Related Expenses	8,235.7	8,996.0	229.1	9,225.1
	Expenditure Category Total:	**8,235.7**	**8,996.0**	**229.1**	**9,225.1**
Fund Source					
Appropriated Funds					
DT2030	State Highway Fund (Appropriated)	6,698.2	7,749.1	229.1	7,978.2
DT2272	Vehicle Inspection and Certificate of Title Enforcement Fund (Appropriated)	494.8	683.2	-	683.2
DT2285	Motor Vehicle Liability Insurance Enforcement Fund (Appropriated)	316.2	339.8	-	339.8
DT3113	Highway User Revenue Fund (Appropriated)	197.7	223.9	-	223.9
	Appropriated Funds Total:	**7,707.0**	**8,996.0**	**229.1**	**9,225.1**
Non-Appropriated Funds					
DT2030	State Highway Fund (Non-Appropriated)	528.7	-	-	-
	Non-Appropriated Funds Total:	**528.7**	**-**	**-**	**-**
	Fund Source Total:	**8,235.7**	**8,996.0**	**229.1**	**9,225.1**
Professional & Outside Services					
	Professional and Outside Services	-	1.2	62.4	63.6
	External Professional & Outside Services Budget & Appropriation	180.7	-	-	-
	Expenditure Category Total:	**180.7**	**1.2**	**62.4**	**63.6**
Fund Source					
Appropriated Funds					
DT2030	State Highway Fund (Appropriated)	180.7	1.2	-	1.2
DT2285	Motor Vehicle Liability Insurance Enforcement Fund (Appropriated)	-	-	62.4	62.4
	Appropriated Funds Total:	**180.7**	**1.2**	**62.4**	**63.6**
	Fund Source Total:	**180.7**	**1.2**	**62.4**	**63.6**

Program Expenditure Schedule

Agency: Department of Transportation

		FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program:	**DTA-3-0 Motor Vehicle**				
Sub Program:	DTA-3-2 **Motor Vehicle Enforcement Services**				
Travel In-State					
	Travel In-State	215.8	200.7	-	200.7
	Expenditure Category Total:	**215.8**	**200.7**	**-**	**200.7**
Fund Source					
Appropriated Funds					
DT2030	State Highway Fund (Appropriated)	193.7	197.7	-	197.7
DT2272	Vehicle Inspection and Certificate of Title Enforcement Fund (Appropriated)	0.5	-	-	-
DT2285	Motor Vehicle Liability Insurance Enforcement Fund (Appropriated)	0.3	-	-	-
DT3113	Highway User Revenue Fund (Appropriated)	2.6	3.0	-	3.0
	Appropriated Funds Total:	**197.1**	**200.7**	**-**	**200.7**
Non-Appropriated Funds					
DT2030	State Highway Fund (Non-Appropriated)	18.7	-	-	-
	Non-Appropriated Funds Total:	**18.7**	**-**	**-**	**-**
	Fund Source Total:	**215.8**	**200.7**	**-**	**200.7**
Travel Out-Of-State					
	Travel Out of State	33.0	12.8	-	12.8
	Expenditure Category Total:	**33.0**	**12.8**	**-**	**12.8**
Fund Source					
Appropriated Funds					
DT2030	State Highway Fund (Appropriated)	10.6	10.8	-	10.8
DT3113	Highway User Revenue Fund (Appropriated)	-	2.0	-	2.0
	Appropriated Funds Total:	**10.6**	**12.8**	**-**	**12.8**
Non-Appropriated Funds					
DT2030	State Highway Fund (Non-Appropriated)	22.4	-	-	-
	Non-Appropriated Funds Total:	**22.4**	**-**	**-**	**-**
	Fund Source Total:	**33.0**	**12.8**	**-**	**12.8**

Program Expenditure Schedule

Agency: Department of Transportation

		FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program:	**DTA-3-0 Motor Vehicle**				
Sub Program:	DTA-3-2 **Motor Vehicle Enforcement Services**				
Food					
	Food	0.8	0.8	-	0.8
	Expenditure Category Total:	**0.8**	**0.8**	**-**	**0.8**
Fund Source					
Appropriated Funds					
DT2030	State Highway Fund (Appropriated)	0.8	0.8	-	0.8
	Appropriated Funds Total:	**0.8**	**0.8**	**-**	**0.8**
	Fund Source Total:	**0.8**	**0.8**	**-**	**0.8**
Other Operating Expenditures					
	Other Operating Expenses	-	3,777.8	447.0	4,224.8
	Other Operating Expenditures Budget & Appropriation	3,399.6	-	-	-
	Expenditure Category Total:	**3,399.6**	**3,777.8**	**447.0**	**4,224.8**
Fund Source					
Appropriated Funds					
DT2030	State Highway Fund (Appropriated)	2,917.6	3,709.0	447.0	4,156.0
DT2272	Vehicle Inspection and Certificate of Title Enforcement Fund (Appropriated)	11.3	25.0	-	25.0
DT2285	Motor Vehicle Liability Insurance Enforcement Fund (Appropriated)	17.2	25.0	-	25.0
DT3113	Highway User Revenue Fund (Appropriated)	21.7	18.8	-	18.8
	Appropriated Funds Total:	**2,967.8**	**3,777.8**	**447.0**	**4,224.8**
Non-Appropriated Funds					
DT2030	State Highway Fund (Non-Appropriated)	427.0	-	-	-
DT2500	IGA and ISA Fund (Non-Appropriated)	4.8	-	-	-
	Non-Appropriated Funds Total:	**431.8**	**-**	**-**	**-**
	Fund Source Total:	**3,399.6**	**3,777.8**	**447.0**	**4,224.8**

Program Expenditure Schedule

Agency: Department of Transportation

		FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program:	**DTA-3-0 Motor Vehicle**				
Sub Program:	DTA-3-2 **Motor Vehicle Enforcement Services**				
Capital Outlay					
	Capital Outlay	6.7	3.2	-	3.2
	Expenditure Category Total:	**6.7**	**3.2**	**-**	**3.2**
Fund Source					
Appropriated Funds					
DT2030	State Highway Fund (Appropriated)	2.6	3.2	-	3.2
DT2272	Vehicle Inspection and Certificate of Title Enforcement Fund (Appropriated)	4.1	-	-	-
	Appropriated Funds Total:	**6.7**	**3.2**	**-**	**3.2**
	Fund Source Total:	**6.7**	**3.2**	**-**	**3.2**
Capital Equipment					
	Capital Equipment	-	1,287.9	2,746.7	4,034.6
	Capital Equipment Budget & Appropriation	1,445.4	-	-	-
	Expenditure Category Total:	**1,445.4**	**1,287.9**	**2,746.7**	**4,034.6**
Fund Source					
Appropriated Funds					
DT2030	State Highway Fund (Appropriated)	1,352.1	1,287.9	284.7	1,572.6
DT2285	Motor Vehicle Liability Insurance Enforcement Fund (Appropriated)	-	-	2,462.0	2,462.0
	Appropriated Funds Total:	**1,352.1**	**1,287.9**	**2,746.7**	**4,034.6**
Non-Appropriated Funds					
DT2030	State Highway Fund (Non-Appropriated)	93.3	-	-	-
	Non-Appropriated Funds Total:	**93.3**	**-**	**-**	**-**
	Fund Source Total:	**1,445.4**	**1,287.9**	**2,746.7**	**4,034.6**

Program Expenditure Schedule

Agency: Department of Transportation

		FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program:	**DTA-3-0 Motor Vehicle**				
Sub Program:	DTA-3-2 **Motor Vehicle Enforcement Services**				
Non-Capital Equipment					
	Non-Capital Resources	-	604.5	183.1	787.6
	Non-Capital Equipment Budget & Appropriation	791.8	-	-	-
	Expenditure Category Total:	**791.8**	**604.5**	**183.1**	**787.6**
Fund Source					
Appropriated Funds					
DT2030	State Highway Fund (Appropriated)	713.3	603.3	183.1	786.4
DT2272	Vehicle Inspection and Certificate of Title Enforcement Fund (Appropriated)	5.2	-	-	-
DT2285	Motor Vehicle Liability Insurance Enforcement Fund (Appropriated)	7.4	-	-	-
DT3113	Highway User Revenue Fund (Appropriated)	-	1.2	-	1.2
	Appropriated Funds Total:	**725.9**	**604.5**	**183.1**	**787.6**
Non-Appropriated Funds					
DT2030	State Highway Fund (Non-Appropriated)	28.6	-	-	-
DT2500	IGA and ISA Fund (Non-Appropriated)	37.4	-	-	-
	Non-Appropriated Funds Total:	**66.0**	**-**	**-**	**-**
	Fund Source Total:	**791.8**	**604.5**	**183.1**	**787.6**
Transfers-Out					
	Transfers	(798.7)	-	-	-
	Expenditure Category Total:	**(798.7)**	**-**	**-**	**-**
Fund Source					
Appropriated Funds					
DT2030	State Highway Fund (Appropriated)	(798.7)	-	-	-
	Appropriated Funds Total:	**(798.7)**	**-**	**-**	**-**
	Fund Source Total:	**(798.7)**	**-**	**-**	**-**

Employee Retirement Coverage

Retirement System	FTE	Personal Services	Fund#
Non-Participating	2.0	309.0	DT2030-A

Program Expenditure Schedule

Agency: Department of Transportation

		FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program:	**DTA-3-0 Motor Vehicle**				
Sub Program:	DTA-3-2 **Motor Vehicle Enforcement Services**				
Arizona State Retirement System		233.0	15,077.6	DT2030-A	
Arizona State Retirement System		26.0	1,074.4	DT2272-A	
Arizona State Retirement System		13.0	646.0	DT2285-A	
Arizona State Retirement System		5.0	369.1	DT3113-A	
Sub Program:	DTA-3-5 **SLI Authorized Third Parties**				
FTE					
	FTE	29.0	27.0	-	27.0
	Expenditure Category Total:	-	-	-	-
Fund Source					
Appropriated Funds					
DT2030	State Highway Fund (Appropriated)	24.0	22.0	-	22.0
DT2272	Vehicle Inspection and Certificate of Title Enforcement Fund (Appropriated)	1.0	1.0	-	1.0
DT2285	Motor Vehicle Liability Insurance Enforcement Fund (Appropriated)	-	1.0	-	1.0
DT3113	Highway User Revenue Fund (Appropriated)	4.0	3.0	-	3.0
	Appropriated Funds Total:	**29.0**	**27.0**	**-**	**27.0**
	Fund Source Total:	**29.0**	**27.0**	**-**	**27.0**

Program Expenditure Schedule

Agency: Department of Transportation

		FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program:	**DTA-3-0 Motor Vehicle**				
Sub Program:	DTA-3-5 **SLI Authorized Third Parties**				
Personal Services					
	Personal Services	1,139.1	1,197.1	-	1,197.1
	Expenditure Category Total:	**1,139.1**	**1,197.1**	**-**	**1,197.1**
Fund Source					
Appropriated Funds					
DT2030	State Highway Fund (Appropriated)	949.6	990.3	-	990.3
DT2272	Vehicle Inspection and Certificate of Title Enforcement Fund (Appropriated)	53.6	49.8	-	49.8
DT2285	Motor Vehicle Liability Insurance Enforcement Fund (Appropriated)	39.7	40.4	-	40.4
DT3113	Highway User Revenue Fund (Appropriated)	96.2	116.6	-	116.6
	Appropriated Funds Total:	**1,139.1**	**1,197.1**	**-**	**1,197.1**
	Fund Source Total:	**1,139.1**	**1,197.1**	**-**	**1,197.1**
Employee Related Expenditures					
	Employee Related Expenses	522.4	828.9	-	828.9
	Expenditure Category Total:	**522.4**	**828.9**	**-**	**828.9**
Fund Source					
Appropriated Funds					
DT2030	State Highway Fund (Appropriated)	432.6	658.3	-	658.3
DT2272	Vehicle Inspection and Certificate of Title Enforcement Fund (Appropriated)	11.9	33.7	-	33.7
DT2285	Motor Vehicle Liability Insurance Enforcement Fund (Appropriated)	29.2	33.9	-	33.9
DT3113	Highway User Revenue Fund (Appropriated)	48.8	103.0	-	103.0
	Appropriated Funds Total:	**522.4**	**828.9**	**-**	**828.9**
	Fund Source Total:	**522.4**	**828.9**	**-**	**828.9**

Program Expenditure Schedule

Agency: Department of Transportation

		FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program:	**DTA-3-0 Motor Vehicle**				
Sub Program:	DTA-3-5 **SLI Authorized Third Parties**				
Travel In-State					
	Travel In-State	0.1	-	-	-
	Expenditure Category Total:	**0.1**	**-**	**-**	**-**
Fund Source					
Appropriated Funds					
DT2030	State Highway Fund (Appropriated)	0.0	-	-	-
DT3113	Highway User Revenue Fund (Appropriated)	0.1	-	-	-
	Appropriated Funds Total:	**0.1**	**-**	**-**	**-**
	Fund Source Total:	**0.1**	**-**	**-**	**-**
Travel Out-Of-State					
	Travel Out of State	1.3	-	-	-
	Expenditure Category Total:	**1.3**	**-**	**-**	**-**
Fund Source					
Appropriated Funds					
DT2030	State Highway Fund (Appropriated)	1.3	-	-	-
	Appropriated Funds Total:	**1.3**	**-**	**-**	**-**
	Fund Source Total:	**1.3**	**-**	**-**	**-**

Program Expenditure Schedule

Agency: Department of Transportation

		FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program:	**DTA-3-0 Motor Vehicle**				
Sub Program:	DTA-3-5 **SLI Authorized Third Parties**				
Other Operating Expenditures					
	Other Operating Expenses	-	309.0	-	309.0
	Other Operating Expenditures Budget & Appropriation	514.0	-	-	-
	Expenditure Category Total:	**514.0**	**309.0**	**-**	**309.0**
Fund Source					
Appropriated Funds					
DT2030	State Highway Fund (Appropriated)	404.6	233.9	-	233.9
DT2272	Vehicle Inspection and Certificate of Title Enforcement Fund (Appropriated)	18.7	20.2	-	20.2
DT2285	Motor Vehicle Liability Insurance Enforcement Fund (Appropriated)	31.9	34.6	-	34.6
DT3113	Highway User Revenue Fund (Appropriated)	58.8	20.3	-	20.3
	Appropriated Funds Total:	**514.0**	**309.0**	**-**	**309.0**
	Fund Source Total:	**514.0**	**309.0**	**-**	**309.0**
Non-Capital Equipment					
	Non-Capital Equipment Budget & Appropriation	18.4	-	-	-
	Expenditure Category Total:	**18.4**	**-**	**-**	**-**
Fund Source					
Appropriated Funds					
DT2030	State Highway Fund (Appropriated)	18.4	-	-	-
	Appropriated Funds Total:	**18.4**	**-**	**-**	**-**
	Fund Source Total:	**18.4**	**-**	**-**	**-**

Employee Retirement Coverage

Retirement System	FTE	Personal Services	Fund#
Arizona State Retirement System	22.0	990.3	DT2030-A
Arizona State Retirement System	1.0	49.8	DT2272-A
Arizona State Retirement System	1.0	40.4	DT2285-A
Arizona State Retirement System	3.0	116.6	DT3113-A

Program Expenditure Schedule

Agency: Department of Transportation

		FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program:	**DTA-4-0 State Motor Vehicle Fleet**				
FTE					
	FTE	10.0	10.0	-	10.0
	Expenditure Category Total:	-	-	-	-
Fund Source					
Appropriated Funds					
DT4071	State Fleet Operations Fund (Appropriated)	10.0	10.0	-	10.0
	Appropriated Funds Total:	**10.0**	**10.0**	**-**	**10.0**
	Fund Source Total:	**10.0**	**10.0**	**-**	**10.0**
Personal Services					
	Personal Services	548.8	1,676.0	-	1,676.0
	Expenditure Category Total:	**548.8**	**1,676.0**	**-**	**1,676.0**
Fund Source					
Appropriated Funds					
DT4071	State Fleet Operations Fund (Appropriated)	548.8	1,676.0	-	1,676.0
	Appropriated Funds Total:	**548.8**	**1,676.0**	**-**	**1,676.0**
	Fund Source Total:	**548.8**	**1,676.0**	**-**	**1,676.0**
Employee Related Expenditures					
	Employee Related Expenses	316.6	942.6	-	942.6
	Expenditure Category Total:	**316.6**	**942.6**	**-**	**942.6**
Fund Source					
Appropriated Funds					
DT4071	State Fleet Operations Fund (Appropriated)	316.6	942.6	-	942.6
	Appropriated Funds Total:	**316.6**	**942.6**	**-**	**942.6**
	Fund Source Total:	**316.6**	**942.6**	**-**	**942.6**
Other Operating Expenditures					
	Other Operating Expenses	-	32,956.0	(4,200.0)	28,756.0
	Other Operating Expenditures Budget & Appropriation	22,158.9	-	-	-
	Expenditure Category Total:	**22,158.9**	**32,956.0**	**(4,200.0)**	**28,756.0**
Fund Source					

Program Expenditure Schedule

Agency: Department of Transportation

		FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program:	**DTA-4-0 State Motor Vehicle Fleet**				
Appropriated Funds					
DT4071	State Fleet Operations Fund (Appropriated)	22,152.2	32,956.0	(4,200.0)	28,756.0
DT4072	State Fleet Vehicle Replacement Fund (Appropriated)	6.7	-	-	-
	Appropriated Funds Total:	**22,158.9**	**32,956.0**	**(4,200.0)**	**28,756.0**
	Fund Source Total:	**22,158.9**	**32,956.0**	**(4,200.0)**	**28,756.0**
Capital Equipment					
	Capital Equipment	-	13,611.3	(3,409.1)	10,202.2
	Capital Equipment Budget & Appropriation	14,855.7	-	-	-
	Expenditure Category Total:	**14,855.7**	**13,611.3**	**(3,409.1)**	**10,202.2**
Fund Source					
Appropriated Funds					
DT4072	State Fleet Vehicle Replacement Fund (Appropriated)	14,855.7	13,611.3	(3,409.1)	10,202.2
	Appropriated Funds Total:	**14,855.7**	**13,611.3**	**(3,409.1)**	**10,202.2**
	Fund Source Total:	**14,855.7**	**13,611.3**	**(3,409.1)**	**10,202.2**
Non-Capital Equipment					
	Non-Capital Equipment Budget & Appropriation	7.3	-	-	-
	Expenditure Category Total:	**7.3**	**-**	**-**	**-**
Fund Source					
Appropriated Funds					
DT4072	State Fleet Vehicle Replacement Fund (Appropriated)	7.3	-	-	-
	Appropriated Funds Total:	**7.3**	**-**	**-**	**-**
	Fund Source Total:	**7.3**	**-**	**-**	**-**
Cost Allocation & Indirect Costs					
	Cost Allocation	1,200.0	1,400.0	-	1,400.0
	Expenditure Category Total:	**1,200.0**	**1,400.0**	**-**	**1,400.0**
Fund Source					

Program Expenditure Schedule

Agency: Department of Transportation

		FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program: DTA-4-0 State Motor Vehicle Fleet					
Appropriated Funds					
DT4071	State Fleet Operations Fund (Appropriated)	1,200.0	1,400.0	-	1,400.0
	Appropriated Funds Total:	**1,200.0**	**1,400.0**	**-**	**1,400.0**
	Fund Source Total:	**1,200.0**	**1,400.0**	**-**	**1,400.0**
Transfers-Out					
	Transfers	(369.0)	-	-	-
	Expenditure Category Total:	**(369.0)**	**-**	**-**	**-**
Fund Source					
Appropriated Funds					
DT4072	State Fleet Vehicle Replacement Fund (Appropriated)	(369.0)	-	-	-
	Appropriated Funds Total:	**(369.0)**	**-**	**-**	**-**
	Fund Source Total:	**(369.0)**	**-**	**-**	**-**

Employee Retirement Coverage

Retirement System	FTE	Personal Services	Fund#
Arizona State Retirement System	10.0	1,676.0	DT4071-A

Sub Program: DTA-4-2 **SLI State Fleet Operations**

FTE					
	FTE	10.0	10.0	-	10.0
	Expenditure Category Total:	**-**	**-**	**-**	**-**
Fund Source					
Appropriated Funds					
DT4071	State Fleet Operations Fund (Appropriated)	10.0	10.0	-	10.0
	Appropriated Funds Total:	**10.0**	**10.0**	**-**	**10.0**
	Fund Source Total:	**10.0**	**10.0**	**-**	**10.0**

Program Expenditure Schedule

Agency: Department of Transportation

		FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program:	**DTA-4-0 State Motor Vehicle Fleet**				
Sub Program:	DTA-4-2 **SLI State Fleet Operations**				
Personal Services					
	Personal Services	548.8	1,676.0	-	1,676.0
	Expenditure Category Total:	**548.8**	**1,676.0**	**-**	**1,676.0**
Fund Source					
Appropriated Funds					
DT4071	State Fleet Operations Fund (Appropriated)	548.8	1,676.0	-	1,676.0
	Appropriated Funds Total:	**548.8**	**1,676.0**	**-**	**1,676.0**
	Fund Source Total:	**548.8**	**1,676.0**	**-**	**1,676.0**
Employee Related Expenditures					
	Employee Related Expenses	316.6	942.6	-	942.6
	Expenditure Category Total:	**316.6**	**942.6**	**-**	**942.6**
Fund Source					
Appropriated Funds					
DT4071	State Fleet Operations Fund (Appropriated)	316.6	942.6	-	942.6
	Appropriated Funds Total:	**316.6**	**942.6**	**-**	**942.6**
	Fund Source Total:	**316.6**	**942.6**	**-**	**942.6**
Other Operating Expenditures					
	Other Operating Expenses	-	32,956.0	(4,200.0)	28,756.0
	Other Operating Expenditures Budget & Appropriation	22,152.2	-	-	-
	Expenditure Category Total:	**22,152.2**	**32,956.0**	**(4,200.0)**	**28,756.0**
Fund Source					
Appropriated Funds					
DT4071	State Fleet Operations Fund (Appropriated)	22,152.2	32,956.0	(4,200.0)	28,756.0
	Appropriated Funds Total:	**22,152.2**	**32,956.0**	**(4,200.0)**	**28,756.0**
	Fund Source Total:	**22,152.2**	**32,956.0**	**(4,200.0)**	**28,756.0**

Program Expenditure Schedule

Agency: Department of Transportation

		FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program:	**DTA-4-0 State Motor Vehicle Fleet**				
Sub Program:	DTA-4-2 **SLI State Fleet Operations**				
Cost Allocation & Indirect Costs					
	Cost Allocation	1,200.0	1,400.0	-	1,400.0
	Expenditure Category Total:	**1,200.0**	**1,400.0**	**-**	**1,400.0**
Fund Source					
Appropriated Funds					
DT4071	State Fleet Operations Fund (Appropriated)	1,200.0	1,400.0	-	1,400.0
	Appropriated Funds Total:	**1,200.0**	**1,400.0**	**-**	**1,400.0**
	Fund Source Total:	**1,200.0**	**1,400.0**	**-**	**1,400.0**

Employee Retirement Coverage

Retirement System	FTE	Personal Services	Fund#
Arizona State Retirement System	10.0	1,676.0	DT4071-A

Sub Program:	DTA-4-3 **SLI State Fleet Vehicle Replacement**				
Other Operating Expenditures					
	Other Operating Expenses	-	-	-	-
	Other Operating Expenditures Budget & Appropriation	6.7	-	-	-
	Expenditure Category Total:	**6.7**	**-**	**-**	**-**
Fund Source					
Appropriated Funds					
DT4072	State Fleet Vehicle Replacement Fund (Appropriated)	6.7	-	-	-
	Appropriated Funds Total:	**6.7**	**-**	**-**	**-**
	Fund Source Total:	**6.7**	**-**	**-**	**-**

Program Expenditure Schedule

Agency: Department of Transportation

		FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program:	**DTA-4-0 State Motor Vehicle Fleet**				
Sub Program:	DTA-4-3 **SLI State Fleet Vehicle Replacement**				
Capital Equipment					
	Capital Equipment	-	13,611.3	(3,409.1)	10,202.2
	Capital Equipment Budget & Appropriation	14,855.7	-	-	-
	Expenditure Category Total:	**14,855.7**	**13,611.3**	**(3,409.1)**	**10,202.2**
Fund Source					
Appropriated Funds					
DT4072	State Fleet Vehicle Replacement Fund (Appropriated)	14,855.7	13,611.3	(3,409.1)	10,202.2
	Appropriated Funds Total:	**14,855.7**	**13,611.3**	**(3,409.1)**	**10,202.2**
	Fund Source Total:	**14,855.7**	**13,611.3**	**(3,409.1)**	**10,202.2**
Non-Capital Equipment					
	Non-Capital Equipment Budget & Appropriation	7.3	-	-	-
	Expenditure Category Total:	**7.3**	**-**	**-**	**-**
Fund Source					
Appropriated Funds					
DT4072	State Fleet Vehicle Replacement Fund (Appropriated)	7.3	-	-	-
	Appropriated Funds Total:	**7.3**	**-**	**-**	**-**
	Fund Source Total:	**7.3**	**-**	**-**	**-**
Transfers-Out					
	Transfers	(369.0)	-	-	-
	Expenditure Category Total:	**(369.0)**	**-**	**-**	**-**
Fund Source					
Appropriated Funds					
DT4072	State Fleet Vehicle Replacement Fund (Appropriated)	(369.0)	-	-	-
	Appropriated Funds Total:	**(369.0)**	**-**	**-**	**-**
	Fund Source Total:	**(369.0)**	**-**	**-**	**-**
Employee Retirement Coverage					

Program Expenditure Schedule

Agency:	Department of Transportation

			FY 2026 Actuals	FY 2027 Expenditure Plan	FY 2028 Funding Issue	FY 2028 Total Request
Program:	**DTA-4-0**	**State Motor Vehicle Fleet**				
Sub Program:	DTA-4-3	**SLI State Fleet Vehicle Replacement**				

Retirement System	FTE	Personal Services	Fund#
	-	-	

Program Expenditure Schedule

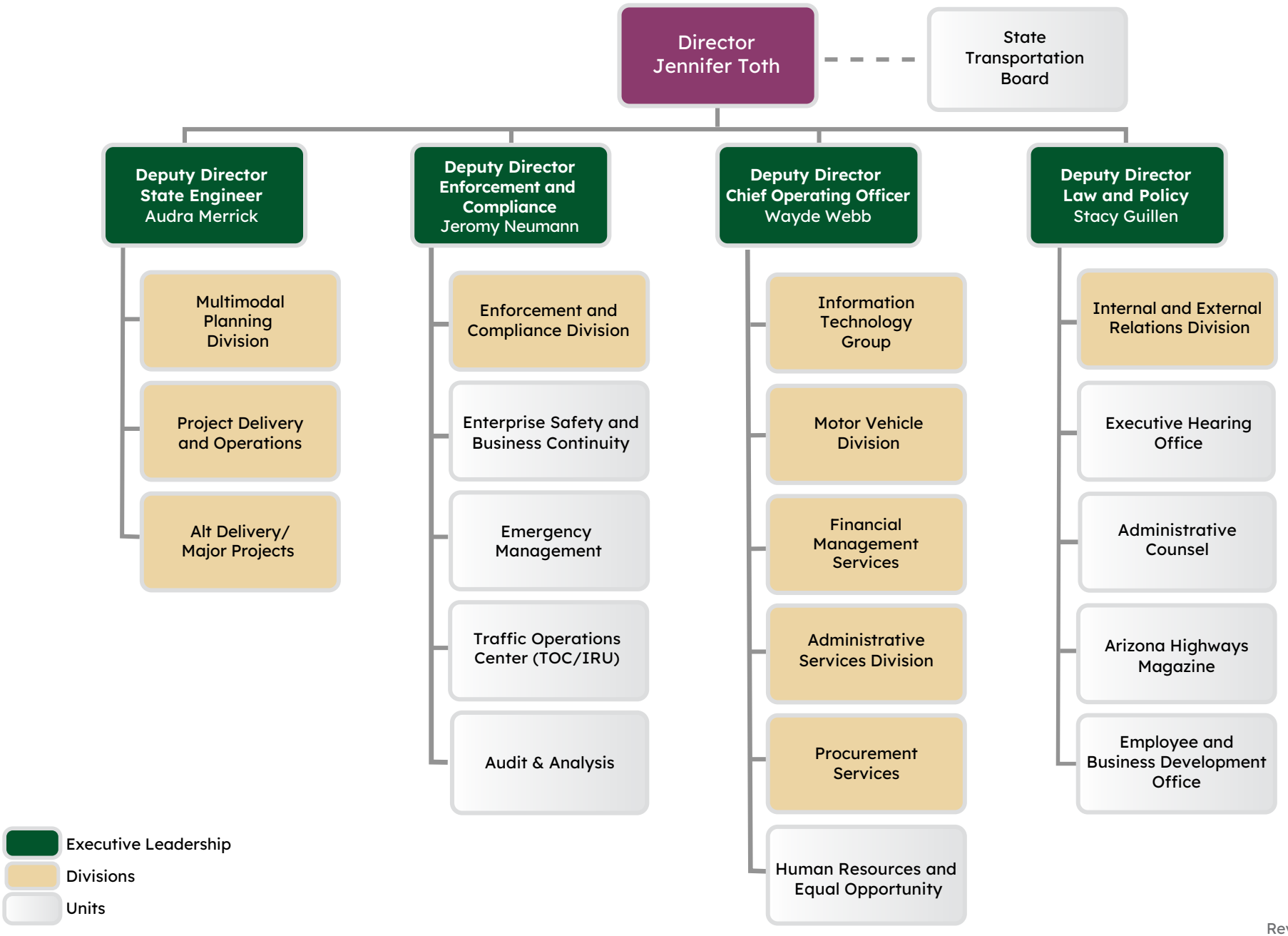
Agency: **Department of Transportation**

Administrative Costs Summary	FY 2028
Personal Services	24,910.6
ERE	10,354.9
All Other	11,070.6
Administrative Costs Total:	**46,336.1**

Administrative Costs / Total Expenditure Ratio	Request	Admin %
FY 2028	668,866.1	6.9%

ARIZONA DEPARTMENT OF TRANSPORTATION

Organization Chart



Rev. 4/2026 13-201

Arizona Department of Transportation (ADOT)
2025 -2029 Strategic Plan

Agency Director: Jennifer Toth
Strategic Planner Melissa Wynn
Last modified: 07/31/2026

Statewide Vision: An Arizona for everyone.

Agency Vision: To safely connect people and empower the economy.

Agency Mission: We provide highway infrastructure and transportation services.

Agency Description: The Arizona Department of Transportation is responsible for planning, designing, constructing, maintaining, and operating the state's highway transportation system. In addition, the Department provides driver's license and registration services, is responsible for commercial vehicle enforcement and registration compliance, operates the Grand Canyon National Park Airport, and maintains the state fleet.

Resource Assumptions (*in thousands*):

FY	FTEs	GF	AF	NAF	FED	Total *
25	4,571	$0	$509,402,000	$33,903,700	$45,091,800	$588,397,500
26	4,581	$500,000	$614,333,700	$23,021,900	$0	$637,855,600
27	4,096	$0	$647,202,900	$23,021,900	$0	$670,224,800

*Total reflects GF + AF + NAF. FED funding shown is broken out from NAF

Director's Summary: The Arizona Department of Transportation (ADOT) completed a series of major transportation improvements in FY 2026 that enhance safety, improve mobility, and expand statewide and regional connectivity.

Corridor improvements along I-17 and I-10 are improving traffic flow and reliability for travelers and freight movement across Arizona. ADOT also strengthened Arizona's role as a regional trade gateway with upgrades to the San Luis Port of Entry and construction of the new Douglas Commercial Port, supporting the efficient movement of goods and economic growth.

To improve safety for commercial drivers, ADOT expanded truck parking and upgraded rest areas along key freight corridors. The department also advanced nearly 100 miles of bicycle, pedestrian, and safety-focused infrastructure, expanding mobility options and improving access for communities statewide. Broadband conduit expansion also continued to support efforts to improve statewide connectivity.

Looking ahead, ADOT will continue advancing transportation improvements, relying on sustained federal funding and organizational capacity to deliver projects and maintain system performance. In the coming year, the department will focus on strengthening roadway safety, improving system resilience, and supporting economic growth and quality of life for Arizonans.

Together, these efforts are building a safer, more connected, and more resilient Arizona.

Outcome #	Agency Five-Year Outcomes	FY Initiated	Statewide Priority Alignment	Annual Progress Towards 5-Year Outcome
1	**Outcome Status: Continuing** Reduce fatalities and serious injuries 20% by June 2029	2025	Infrastructure	1.1: Increase the number of tribal jurisdictions reporting crashes 10% by June 2026. **Target:** 10 **Actual:** 10 1.2: Increase the number of Roadway Safety Assessment (RSA) implemented 10% by June 2026. **Target:** 10 **Actual:** 10 **5-Year Status:** ADOT remains on track toward its 5-year goal to reduce fatalities and serious injuries, with a 6% reduction since FY25. Continued progress in tribal crash reporting and roadway safety assessments strengthens the agency's ability to identify risks, collaborate with local partners, and implement data-driven safety improvements. Both FY26 targets were achieved, marking the second consecutive year of progress in these foundational safety capabilities.
2	**Outcome Status: Continuing** Partner with the private sector to deploy $76M in electric vehicle (EV) charging stations by June 2029	2025	Infrastructure	2.1: Ensure $32M (40%) of Alternative Fuel Corridor (AFC) contracts are obligated by June 2026. **Target:** $32M **Actual:** $32M **5-Year Status:** ADOT remains on track toward its 5-year goal to deploy $76M in EV charging infrastructure. Through FY26, $32M in funding has been obligated under Alternative Fuel Corridor (AFC) agreements, achieving the annual target and advancing implementation capacity. Funding obligation is a key milestone that moves projects from planning into delivery, enabling phased deployment of EV charging infrastructure along key corridors and in communities statewide. The FY26 target was achieved for the second consecutive year, reinforcing private-sector partnerships and maintaining program momentum.
3	**Outcome Status: Continuing** Expand multimodal infrastructure 150 miles by June 2029	2025	Infrastructure	3.1: Advance Transportation Alternatives Program (TAP) projects representing an additional 30 miles of multimodal infrastructure, for a cumulative total of 60 miles by June 2026 **Target:** 60 **Actual:** 88 3.2: Increase percentage of airport pavements rated in good condition from 70% to 72% by June 2026. **Target:** 72 **Actual:** 70 **5-Year Status:** ADOT remains on track toward its goal of expanding multimodal infrastructure by 150 miles. Through FY26, the agency has advanced a cumulative 88 miles of multimodal infrastructure projects, exceeding the planned milestone of 60 miles and remaining ahead of pace toward its long-term goal. Advancing projects into design establishes the pipeline for future expansion of multimodal infrastructure. While airport pavement condition targets were not fully met this year, overall pavement conditions remain stable and continue to support safe and reliable airport operations.

Outcome #	Agency Five-Year Outcomes	FY Initiated	Statewide Priority Alignment	Annual Progress Towards 5-Year Outcome
4	**Outcome Status: Updated** Initiate planning and construction of 200 miles of broadband conduit by June 2029	2025	Infrastructure	4.1: Complete 100 miles of of broadband conduit by June 2026 **Target:** 100 **Actual:** 100 **5-Year Status:** ADOT remains on track toward its 5-year goal to expand broadband conduit by 200 miles. Through FY26, the agency has constructed 100 miles of broadband conduit, meeting the annual target and achieving 50% of the overall goal. This investment expands physical conduit infrastructure along key corridors, supporting future broadband deployment and improving statewide connectivity.
5	**Outcome Status: Continuing** Reduce regrettable attrition to 10% by June 2029	2025		5.1: Maintain regrettable attrition at or below 15% by June 2026 **Target:** 15 **Actual:** 14 **5-Year Status:** ADOT remains on track toward its 5-year goal of reducing regrettable attrition to 10%. FY26 year-to-date regrettable attrition is 14%, exceeding the annual target of 15%. Continued investment in employee development, leadership readiness, and targeted retention strategies supports long-term workforce stability and organizational capacity.
6	**Outcome Status: Continuing** Partner with agencies and stakeholders to create 20,000 construction jobs by June 2029	2025	Infrastructure	6.1: Increase on-the-job trainee (OJT) participation in highway construction, achieving at least 79 trainees by June 2026 **Target: 79 Actual: 294** **5-Year Status:** ADOT remains on track toward its five-year goal of increasing On-the-Job Training (OJT) program participation in highway construction. Through FY26, the agency exceeded its participation target, enrolling 294 trainees compared to a target of 79 and bringing the cumulative total to 415 trainees since FY25. This progress strengthens the construction workforce pipeline by developing skilled talent for critical roles and supporting long-term workforce capacity.

FY27 Annual Objectives, Metrics & Inititivates

Outcome #	FY27 Annual Objectives	Objective Metrics	Annual Initiatives
1	1.1 Increase tribal participation in crash reporting 10% by June 2027	1.1 Percent of tribal jurisdictions participating in crash reporting	1.1 Strengthen tribal crash reporting participation through targeted engagement, technical assistance, and resolution of system barriers within the Traffic and Criminal Justice Reporting System
	1.2: Increase adoption of RSA recommendations 10% by June 2027	1.2 Percent increase in RSA recommendations adopted	1.2 Strengthen tracking and integration of Road Safety Assessment (RSA) recommendations to increase adoption and improve visibility into implementation barriers
2	2.1 Ensure $38M (50%) of Alternative Fuel Corridor (AFC) funding is expended by June 2027.	2.1 Dollar amount of AFC funding expended	2.1 Implement the National Electric Vehicle Infrastructure (NEVI) plan to expand electric vehicle charging access across Arizona (All dollars count towards target)
3	3.1 Advance Transportation Alternatives Program (TAP) projects into design representing an additional 30 miles of multimodal infrastructure, for a cumulative total of 120 miles by June 2027	3.1 Cumulative miles of TAP projects advanced into design	3.1 Collaborate with local public agencies to prioritize projects and establish delivery timelines and milestones (All miles count towards target)
4	4.1 Complete construction of 100 miles of broadband conduit by June 2027	4.1 Miles of conduit constructed	4.1 Advance implementation of the Broadband Development Plan to expand connectivity across Arizona (All miles count towards target)
5	5.1 Maintain regrettable attrition at or below 13% by June 2027	5.1 Percent regrettable attrition	5.1 Advance employee development, leadership readiness, and targeted retention initiatives to strengthen workforce stability and organizational readiness
6	6.1 Increase participation in the On-the-Job Training (OJT) Program by enrolling an additional 125 trainees for a cumulative total of 540 trainees by June 2027	6.1 Number of OJT Program trainees	6.1 Administer ADOT's On-the-Job Training Program to expand workforce opportunities and support participation in highway construction careers (All trainees count towards target)

Stakeholder Engagement Strategies:

Outcome 1: Internally, traffic safety, planning, and data teams will align priorities through joint safety analysis and performance reviews to refine safety strategies. Externally, government, tribal, and local partners will collaborate through data sharing and joint risk reviews to prioritize roadway safety improvements.

Outcome 2: Internally, alternative project delivery, planning, and environmental teams will manage contracting and compliance through milestone reviews and delivery tracking to support project implementation. Externally, private charging providers, utilities, and government partners will participate in milestone reviews and coordination briefings to support EV station deployment.

Outcome 3: Internally, planning, design, and local assistance teams will prioritize and sequence projects through programming, funding alignment, and delivery schedules. Externally, local and regional planning partners, transit providers, and advocacy groups will engage through planning forums and project review cycles to support multimodal connectivity.

Outcome 4: Internally, broadband, engineering, and right-of-way teams will advance corridor development through project scoping, alignment reviews, and delivery planning. Externally, government and tribal partners, broadband providers, and utilities will coordinate through corridor prioritization and deployment planning to support broadband expansion.

Outcome 5: Internally, agency leadership and workforce development teams will manage retention and workforce planning through workforce planning reviews, survey analysis, and targeted retention initiatives. Externally, training providers and professional organizations will support workforce development through partnerships and skills initiatives.

Outcome 6: Internally, workforce development and project delivery teams will administer the OJT program through enrollment tracking, performance monitoring, and program management to achieve participation targets. Externally, contractors, educational institutions, and workforce agencies will support recruitment and apprenticeship pathways through outreach and training partnerships to strengthen participation in the construction workforce pipeline..

Stakeholder Communication Strategies:

Outcome 1: Internally, traffic safety, planning, and data teams will use dashboards, reports, and briefings to track progress and align on safety priorities. Externally, government, tribal, and local partners will receive safety reports and project updates to support transparency and shared understanding of roadway safety priorities.

Outcome 2: Internally, alternative project delivery, planning, and environmental teams will use dashboards and milestone briefings to monitor contracting and delivery. Externally, private charging providers, utilities, and government partners will receive program updates and milestone reports to monitor EV station deployment.

Outcome 3: Internally, planning, design, and local assistance teams will use project dashboards and milestone reports to monitor delivery schedules and funding alignment. Externally, local and regional planning partners, transit providers, and advocacy groups will receive project updates and planning forums to maintain visibility into multimodal investments.

Outcome 4. Internally, broadband, engineering, and right-of-way teams will use dashboards, corridor reports, and implementation briefings to track progress and readiness. Externally, government and tribal partners, broadband providers, and utilities will receive corridor updates and deployment summaries to maintain alignment on broadband expansion.

Outcome 5: Internally, agency leadership and workforce development teams will use dashboards, survey results, and briefings to monitor retention trends. Externally, training providers and professional organizations will receive partnership updates and workforce briefings to support recruitment and retention.

Outcome 6: Internally, workforce development and project delivery teams will use dashboards and performance reports to track OJT participation. Externally, contractors, educational institutions, and workforce agencies will receive program updates and participation data to support construction career pathways and strengthen alignment between training and workforce needs.