ARIZONA DEPARTMENT OF TRANSPORTATION
206 S. 17th Ave
Phoenix, AZ 85007
KATIE HOBBS
GOVERNOR
JENNIFER TOTH
DIRECTOR

October 15, 2026

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

Dear Governor Hobbs:

I respectfully submit the Arizona Department of Transportation's (ADOT) FY 2028 Capital Improvement Plan (CIP). The total funding request in FY 2028 is for $60,107,100, which is $26,020,300 for building renewal and $34,086,800 for capital project funding.

Building Renewal

The buildings and infrastructure within ADOT's system of facilities are in continuous need of maintenance, repair, and improvement due to age and high usage. ADOT is requesting the established Building Renewal formula be fully funded at 100% in FY 2028. The funding request of $26,020,300 includes $25,576,102 from the State Highway Fund and $444,182 from the State Aviation Fund.

Capital

The request for new capital project funding of $34,086,800 represents six projects funded from the State Highway Fund ($32,004,800) and two projects funded from the State Aviation Fund ($2,082,000).

The first capital project request of $9,514,000 from the State Highway Fund will support the renovation of approximately 18,730 square feet on the first floor of ADOT's Engineering Building. This project will consolidate Project Delivery and Operations (PDO) staff and optimize space utilization as part of the Central Campus Modernization Plan.

The second capital project request of $5,221,000 from the State Highway Fund will be used to replace vehicle fueling facilities at three (3) additional locations. This request will fund the final 3 sites to bring the total to 16 (FY 2022 – 3 sites, FY 2023 – 4 sites, FY 2024 – 3 sites, and FY 2027 – 3 sites) of the 16 fueling facility replacements required. These 16 fueling facilities represent the highest risk of failure of the 57 in operation and have fueling equipment that is more than 30 years old with single wall tanks. When a single wall tank leaks, it is not contained and may result in an environmental hazard. Improving these sites enables ADOT to continue to provide more than four million gallons of fuel annually, supporting all state agencies, and is critical to emergency actions.

The third capital project request of $9,341,800 from the State Highway Fund is to redesign and renovate an 18,000 square foot building at 4010 S. 43rd Place. This project allows the Enforcement and Compliance Division (ECD) headquarters, armory, and evidence storage to vacate external leased space, saving approximately $380,000 in lease payments annually while providing improved operational resilience and security.

The fourth capital project request of $3,389,000 from the State Highway Fund will support the land acquisition and design for a new 12,000 square foot Motor Vehicle Division (MVD) Customer Service Center with a testing track in the rapidly growing San Tan Valley area. Construction funding will be requested in a future budget cycle. This new MVD location will improve access to MVD customer services to support continued population growth in the suburban and rural areas in and around San Tan Valley, which grew from 1,500 residents in 2000 to more than 106,000 residents in 2025.

The fifth capital project request of $3,140,000 from the State Highway Fund will construct a new 3,600 square foot pre-engineered building in Ajo. This facility will replace an aging 1980s-era mobile home and open shed, providing modern office space, equipment storage, and enhanced site security for maintenance operations.

The sixth capital project request of $1,399,000 from the State Highway Fund will complete the total demolition of the vacant, non-code compliant old MVD office that was built in the early 1900s on the ADOT Downtown Phoenix campus. Demolition eliminates safety hazards, ongoing security costs, and state liability associated with the unoccupiable structure.

The seventh capital project request of $300,000 from the State Aviation Fund is to replace deteriorated 1967 airport signage with seven new monument entrance and directional signs at the Grand Canyon National Park Airport (GCNPA), ensuring code compliance and modernizing the visitor experience.

The final capital project request of $1,782,000 from the State Aviation Fund is to construct a dedicated above-ground vehicle fueling facility at the Grand Canyon National Park Airport. This facility will provide direct fuel access for Aircraft Rescue and Fire Fighting (ARFF) vehicles, snow removal equipment, and state fleet operations supporting emergency resiliency and operational readiness.

ADOT and the Department of Public Safety (DPS) have continued to collaborate regarding upcoming CIP needs. While no shared facility requirements were identified for the majority of projects, ADOT and DPS are coordinating on joint space occupancy opportunities at the new Ajo facility as well as the GCNPA to include shared emergency fuel utilization options.

It is imperative we continue to strategically invest in capital projects that yield long-term operational and financial benefits for the State of Arizona. I look forward to discussing this request with you and your staff.

Sincerely,



Jennifer Toth
ADOT Director

Enclosure

STATE OF ARIZONA
FY 2028 CAPITAL IMPROVEMENT PLAN
TRANSMITTAL STATEMENT

Form
CIP-1
(Rev 1/03)

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

	Building Renewal Needs	FY 2028 Capital Request	Total Request
GENERAL FUNDS			
OTHER APPROPRIATED FUNDS	$ 26,020,300	$ 34,086,800	$ 60,107,100
FEDERAL FUNDS			
NON-APPROPRIATED FUNDS			
TOTAL REQUEST	$ 26,020,300	$ 34,086,800	$ 60,107,100

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

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

Jennifer Toth — Director

Signature of Agency Head — Title

John C. Hetzel, Jr. — Facilities Manager — 602-712-7952 — 10/15/2026

Request Prepared by — Title — Phone — Date

STATE OF ARIZONA
FY 2028 CAPITAL IMPROVEMENT PLAN
CAPITAL PROJECT REQUEST SUMMARY

Form CIP-2 (Rev 1/03)

Agency: ARIZONA DEPARTMENT OF TRANSPORTATION

Priority	Project Name	Project Description	Fund Sources	Total Costs
1	Renovate 1st Floor of Engineering Building	Renovate 18,730 SF of office space supporting PDO staff	Highway[1]	$ 9,514,000
2	Replace Vehicle Fueling Facilities Statewide	Replace vehicle fueling facilities at Fredonia, Williams, and St Johns	Highway[1]	$ 5,221,000
3	Renovate Enforcement & Compliance Division (ECD) Headquarters Building	Renovate 18,000 SF building for new ECD Headquarters including armory and evidence storage	Highway[1]	$ 9,341,800
4	Design and Land for New Motor Vehicle Division (MVD) Office in San Tan Valley	Purchase land and design a new MVD customer service center (Construction in FY 2030)	Highway[1]	$ 3,389,000
5	Construct Ajo Road Maintenance Office and Storage Building	Construct a new 3,600 SF pre-engineered building to support road maintenance operations	Highway[1]	$ 3,140,000
6	Demolish Old MVD Office Building Phoenix	Demolish vacant 3-story MVD office building in Phoenix	Highway[1]	$ 1,399,000
1A	Replace Grand Canyon Airport Signage	Replace Grand Canyon Airport Signage	Aviation[1]	$ 300,000
2A	Construct New Fuel Station at Grand Canyon National Airport	Construct a fuel station at Grand Canyon National Airport	Aviation[1]	$ 1,782,000
		TOTAL OF PROJECTS SUBMITTED		**$ 34,086,800**

[1] ADOT requests the FY 2028 Capital Projects be appropriated for a minimum period of 3 years.

STATE OF ARIZONA
FY 2028 CAPITAL IMPROVEMENT PLAN
CAPITAL PROJECT SCOPE & COST

Form CIP-3 Rev(2/04)

Agency: **Arizona Department of Transportation**

Project: **Renovate the 1st Floor of the Engineering Building** **Priority:** 1

Project Scope		Construction Cost	Total Project Cost
GSF	NASF	$/GSF	$/NASF
18,730		$ 529	N/A

Capital Cost Estimate[1]	
Category	**Cost**
Land Acquisition	$ -
Construction	$ 6,715,000
A & E Fees	$ 671,000
F F & E	$ 1,621,000
Contingency	$ 901,000
Total	**$ 9,908,000**

Proposed Funding[2]	
Funding Source	**Amount**
Prior Appropriation	
General Fund Request	
Highway	$ 9,908,000
Other:	
Total	**$ 9,908,000**

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

Proposed Funding Schedule[3]				
Total Costs	Prior	FY 2028	FY 2029	FY 2030
$ 9,908,000	$ 394,000	$ 9,514,000		

Proposed Work Schedule	
Phase	**Start Date**
Planning	Complete
Design	Nov-27
Construction	Nov-28
Occupancy	Nov-29

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

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

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

STATE OF ARIZONA
FY 2028 CAPITAL IMPROVEMENT PLAN
CAPITAL PROJECT DESCRIPTION

Form CIP-4 Rev (2/04)

Agency: **Arizona Department of Transportation**

Project: **Renovate 1st Floor of Engineering Building**

Priority: 1

Problem/Justification

The ADOT Engineering Building is a three-story, 90,000-square-foot concrete office facility with a partial basement and central plant. The building has undergone phased modernization in recent years. The second floor was fully renovated in 2019, and the third-floor renovation was completed in 2025, incorporating updated building systems, finishes, furnishings, and infrastructure.

To continue implementation of the Central Campus Modernization Plan and support the agency's long-term space optimization strategy, ADOT proposes renovating the remaining first floor. This phase will consolidate Project Delivery and Operations (PDO) staff into a single location, allowing ADOT to vacate older facilities. Once the Central Campus Modernization Plan is complete, ADOT will be able to move out of two leased buildings. As PDO operations expand, ADOT Facilities must upgrade infrastructure to meet growing operational needs, either by renovating existing owned facilities or by upgrading modular facilities, including installing restrooms in modular facilities that currently lack the plumbing and infrastructure to support them. Consolidating PDO staff into the renovated first floor improves operational efficiency, enhances collaboration, and maximizes the use of existing state-owned facilities.

Proposed Solution

The project will renovate approximately 18,730 square feet on the first floor of the Engineering Building. Work includes removing the existing concrete exterior panels and installing a new glass façade that matches the adjacent Annex Building. The project will also renovate the basement restrooms to support increased building occupancy.

Interior improvements include construction of 20 private offices and 69 workstations, updated finishes, furnishings, technology infrastructure, and mechanical and electrical system upgrades necessary to support a modern, flexible workplace. A new west-facing entrance with an Americans with Disabilities Act (ADA)-compliant accessible ramp will also be constructed.

Benefits

This project is a critical component of ADOT's Central Campus Modernization Plan and will maximize the use of existing state-owned facilities by consolidating PDO staff into a modernized workspace. Co-locating related teams will optimize communication, collaboration, operational efficiency, and customer service while supporting current and future workforce needs.

Completing this renovation is essential to maintain momentum for the Central Campus Modernization Plan, improving Engineering Building utilization and enabling future campus phases.

Consequences of Deferral

Deferring this project would require the continued payment of leases on the two modular buildings, and delay urgently needed operational and accessibility upgrades. Without renovation, the first floor will remain underutilized and continue to operate with an inefficient floor plan. Additionally, deferring this work will stall subsequent campus modernization projects and postpone long-term operational improvements.

Coordination with the Department of Public Safety (DPS)

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

STATE OF ARIZONA
FY 2028 CAPITAL IMPROVEMENT PLAN
CAPITAL PROJECT SCOPE & COST

Form CIP-3 Rev(2/04)

Agency: Arizona Department of Transportation

Project: Replace Vehicle Fueling Facilities Statewide **Priority:** 2

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

Capital Cost Estimate[1]	
Category	**Cost**
Land Acquisition	
Construction	$ 4,425,000
A & E Fees	$ 321,000
F F & E	$ -
Contingency	$ 475,000
Total	**$ 5,221,000**

Proposed Funding[2]	
Funding Source	**Amount**
Prior Appropriation	
General Fund Request	
Highway	$ 5,221,000
Other:	
Total	**$ 5,221,000**

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

Proposed Funding Schedule[3]				
Total Costs	Prior	FY 2028	FY 2029	FY 2030
$ 5,221,000		$ 5,221,000		

Proposed Work Schedule	
Phase	**Start Date**
Planning	Nov-26
Design	Mar-28
Construction	Mar-29
Occupancy	Mar-30

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

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

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

STATE OF ARIZONA
FY 2028 CAPITAL IMPROVEMENT PLAN
CAPITAL PROJECT DESCRIPTION

Form CIP-4 Rev (2/04)

Agency: **Arizona Department of Transportation (ADOT)**

Project: **Replace Vehicle Fueling Facilities Statewide**

Priority: 2

Problem/Justification

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

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

An evaluation was performed on the agency's 108 Aboveground Storage Tanks (AST) and Underground Storage Tanks (UST) and their associated piping systems. Each fuel system was evaluated based on four factors; age of tank, age of connected piping, materials used, and type of tank either single or double wall construction. The average lifecycle for a typical fueling system is 30 years.

Currently, ADOT has 16 of 57 fuel facilities that have fueling equipment that is in excess of 30 years in age with single wall tanks. Continued investment is needed to continue the replacement/upgrade of the equipment at these fuel facilities. ADOT has received funding and is in the process of replacing 13 of the 16 sites (FY 2022 - 3 sites, FY 2023 - 4 sites, FY 2024 - 3 sites, and FY 2027 - 3 sites). These sites are strategically located near transportation corridors to allow ADOT and other agencies to receive fuel.

Problem/Justification (cont.)

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

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

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

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

Unfortunately, the ultra-low Sulphur fuel (15 PPM) has also shown to have detrimental effects on the diesel fueling equipment. The largest problem is the fuel "drying" out the seals of the dispensing equipment. These product lines are not a "safe system" meaning if a problem was to develop in the piping, the fuel could seep into the surrounding soil and evade detection. The EPA rule (40 CFR 280.40, Subpart D) mandates precision line testing once every three years. ADOT has implemented a more rigorous testing regime, testing once per year. Even with a more aggressive testing schedule, the possibility still exists for the lines to leak before detection.

ADOT recommends replacing these 16 UST systems prior to them failing and or causing pollution into the environment. Additionally, as these systems continue to age, breakdowns, service calls, and time out-of-service will continue to rise.

Proposed Solution

The proposed solution is to replace the entire fueling systems at three more sites in FY 2028. This includes the removal of underground storage tanks and associated equipment and installation of new above ground tanks with all piping, sumps, dispensers, fuel booth canopy, etc.

The proposed replacement would be to add two new 12,000 gallon ASTs built to the Underwriters Laboratories (UL) 2085 standard and piped to a remote fuel island. ADOT recommends double wall piping sumps, dispenser pans, connected by double wall piping running through a chase pipe to comply with federal regulations. The chase pipe allows for product line replacement without the need for excavation in the event of a piping failure. Automatic Tank Gauges (ATG) will continuously monitor the system for leaks. The electronic monitoring fulfills the 2015 EPA requirement for monthly inspections that took effect in October 2018. For safety, ADOT also recommends a fuel island canopy with LED lighting and a booth to store the Fuel Force, spill kit, etc.

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

Benefits

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

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

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

Consequences of Deferral

The current risk of aging equipment and degradation caused by modern fuel additives increases the potential for a release of fuel into the environment. ADOT's 16 existing USTs are either at or significantly past the manufacturer's 30-year warranty periods, and in some cases manufacturers are not honoring warranties because the existing tanks were not designed with modern fuel additives as a consideration. Modern fuel additives, along with aging systems, are causing serious degradation of tank systems, which include the piping and pumping equipment. ADOT has previously experienced failures of these components at several sites. Fortunately, since installing monitoring equipment, it has helped to identify suspected leaks and has alerted staff to the problems, but significant environmental impacts and damage have occurred.

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

Coordination with the Department of Public Safety (DPS)

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

STATE OF ARIZONA
FY 2028 CAPITAL IMPROVEMENT PLAN
CAPITAL PROJECT SCOPE & COST

Form CIP-3 Rev(2/04)

Agency: Arizona Department of Transportation

Project: Renovate Enforcement Compliance Division (ECD) Headquarters Building **Priority:** 3

Project Scope		Construction Cost	Total Project Cost
GSF	NASF	$/GSF	$/NASF
20,000	20,000	$ 249	$ 467

Capital Cost Estimate[1]	
Category	**Cost**
Land Acquisition	$ 2,315,000
Construction	$ 4,978,000
A & E Fees	$ 438,000
F F & E	$ 972,000
Contingency	$ 638,800
Total	**$ 9,341,800**

Proposed Funding[2]	
Funding Source	**Amount**
Prior Appropriation	
General Fund Request	
Highway	$ 9,341,800
Other:	
Total	**$ 9,341,800**

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

Proposed Funding Schedule[3]				
Total Costs	Prior	FY 2028	FY 2029	FY 2030
$ 9,341,800		$ 9,341,800		

Proposed Work Schedule	
Phase	**Start Date**
Planning	Nov-27
Design	Aug-28
Construction	Sep-29
Occupancy	Sep-30

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

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

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

STATE OF ARIZONA
FY 2028 CAPITAL IMPROVEMENT PLAN
CAPITAL PROJECT DESCRIPTION

Form CIP-4 Rev (2/04)

Agency: Arizona Department of Transportation (ADOT)

Project: Renovate Enforcement & Compliance Division (ECD) Headquarters Building

Priority: 3

Problem/Justification

ECD's primary operations and headquarters are currently located in an external leased office space at 3838 N. Central Ave. in Phoenix, where they occupy several floors of a commercial high-rise. ECD has concerns due to the reliability of the emergency services and utilities controlled by the building's lease management that are required for operation of ECD's dispatch center, evidence storage, and other law enforcement activities. Fortunately, there is sufficient undeveloped area at the Regional Area Road Fund (RARF)-owned building at 4010 S. 43rd Place that is already being partially utilized by ECD, presenting an opportunity for improved operational resilience and security.

Proposed Solution

The proposed solution is a total redesign of 4010 S. 43rd Place in FY 2028 and renovation of the building in FY 2029 to bring it up to current building code standards, which will allow the existing structure to serve ADOT's needs for years into the future. Interiors will be upgraded to function as staff areas, and American's with Disabilities Act (ADA)-compliant accesses will be established in staff areas and restrooms. Building infrastructures will be modernized and upgraded.

Benefits

Relocating the ECD operations and headquarters to 4010 S. 43rd Place supports ADOT’s strategic objective of reducing lease expenditures by consolidating external operations into an ADOT-owned facility. This move will eliminate the current lease, resulting in annual savings of approximately $380,000.

The proposed redesign and renovation plan will address ECD's current operational concerns. Furthermore, this redesign and renovation allows ECD to make use of currently vacant areas within ADOT's property, thereby optimizing resource utilization and improving operational efficiency.

Consequences of Deferral

ADOT will continue paying for leased spaces while RARF-owned facilities remain vacant and ECD's concerns with its current landlord persist.

Coordination with the Department of Public Safety (DPS)

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

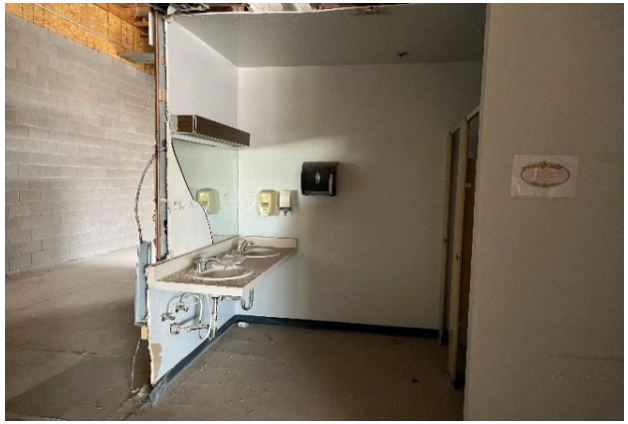

FIRE LANE











STATE OF ARIZONA
FY 2028 CAPITAL IMPROVEMENT PLAN
CAPITAL PROJECT SCOPE & COST

Form CIP-3 Rev(2/04)

Agency: Arizona Department of Transportation

Project: Design and Land for New Motor Vehicle Division (MVD) Office in San Tan Valley **Priority:** 4

Project Scope		Construction Cost	Total Project Cost
GSF	NASF	$/GSF	$/NASF
12,000	12,000	$ 670	$ 1,087

Capital Cost Estimate[1]	
Category	**Cost**
Land Acquisition	$ 2,295,000
Construction	$ 8,041,000
A & E Fees	$ 1,094,000
F F & E	$ 805,000
Contingency	$ 805,000
Total	**$ 13,040,000**

Proposed Funding[2]	
Funding Source	**Amount**
Prior Appropriation	
General Fund Request	
Highway	$ 13,040,000
Other:	
Total	**$ 13,040,000**

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

Proposed Funding Schedule[3]				
Total Costs	Prior	FY 2028	FY 2029	FY 2030
$ 13,040,000		$ 3,389,000		$ 9,651,000

Proposed Work Schedule	
Phase	**Start Date**
Planning	Jan-28
Design	Jul-29
Construction	Jul-30
Occupancy	Jul-31

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

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

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

STATE OF ARIZONA
FY 2028 CAPITAL IMPROVEMENT PLAN
CAPITAL PROJECT DESCRIPTION

Form CIP-4 Rev (2/04)

Agency: **Arizona Department of Transportation**

Project: **Design and Land for New Motor Vehicle Division (MVD) Office in San Tan Valley**

Priority: 4

Problem/Justification

The Arizona Department of Transportation's (ADOT) Motor Vehicle Division (MVD) has 42 field offices across the state, including 14 in the greater Phoenix metropolitan area, extending from Apache Junction in the east to Avondale and Surprise in the west, and from North Phoenix in the north to Chandler in the south. Due to population growth across the state and especially in the further reaches of the Valley, some areas are underserved by the department for motor vehicle and driver services. One of the most impacted regions is the San Tan Valley area, southeast of Mesa, Chandler, and Gilbert, and south of Apache Junction. San Tan Valley grew from under 1,500 residents in 2000 to over 106,000 in 2025. San Tan Valley is about 19 miles from both the Apache Junction MVD and the Coolidge MVD, and is 24 miles from the Southeast Mesa MVD. As such, ADOT-provided motor vehicle and driver services are significantly farther away from San Tan Valley residents than they are for other urban and suburban dwellers in the state. Residents of the San Tan Valley use all of the MVD offices near them, but all of these offices are a long drive for the community's residents.

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

Proposed Solution

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

Benefits

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

Consequences of Deferral

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

Coordination with the Department of Public Safety (DPS)

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

STATE OF ARIZONA
FY 2028 CAPITAL IMPROVEMENT PLAN
CAPITAL PROJECT SCOPE & COST

Form CIP-3 Rev(2/04)

Agency: Arizona Department of Transportation

Project: Construct New Road Maintenance Office and Storage Building Ajo **Priority:** 5

Project Scope		Construction Cost	Total Project Cost
GSF	NASF	$/GSF	$/NASF
3600	3600	$ 646	$ 872

Capital Cost Estimate[1]	
Category	**Cost**
Land Acquisition	$ -
Construction	$ 2,326,000
A & E Fees	$ 348,000
F F & E	$ 233,000
Contingency	$ 233,000
Total	**$ 3,140,000**

Proposed Funding[2]	
Funding Source	**Amount**
Prior Appropriation	
General Fund Request	
Highway	$ 3,140,000
Other:	
Total	**$ 3,140,000**

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

Proposed Funding Schedule[3]				
Total Costs	Prior	FY 2028	FY 2029	FY 2030
$ 3,140,000		$ 3,140,000		

Proposed Work Schedule	
Phase	**Start Date**
Planning	Nov-28
Design	Jul-29
Construction	Jul-30
Occupancy	Jul-31

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

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

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

STATE OF ARIZONA
FY 2028 CAPITAL IMPROVEMENT PLAN
CAPITAL PROJECT DESCRIPTION

Form CIP-4 Rev (2/04)

Agency: **Arizona Department of Transportation (ADOT)**

Project: **Construct Ajo Road Maintenance Office and Storage Building**

Priority: 5

Problem/Justification

The current Ajo Maintenance Yard office and operations yard is collocated on property with the Pima County Sheriff's office. The office is currently utilizing a 1980s-era double-wide residential mobile home. A primitive, partially enclosed shed serves as the shop and storage for the site. A dilapidated perimeter fence is partially surrounding the facility but offers no security or consistent enclosure of ADOT equipment or materials on the site. The mobile home is in disrepair. Though the mobile home can be locked, the equipment shed offers no secure storage of equipment or supplies.

Proposed Solution

The purpose of this project is to update the basic operations space required for ADOT maintenance operations, including office space and shop space/equipment storage with the capacity to support a minimum staff of 4 and a supervisor. A pre-engineered building of 60' x 60' is optimal for accommodation of appropriate office and staff support functions, and secure shop and equipment/truck storage functions. New fencing would be installed as appropriate to the functional needs of equipment storage and site security, and in conjunction with the site circulation of the neighboring Pima County Sheriff's operations.

Benefits

This project will provide road maintenance staff a professional workspace, improved security, and adequate storage.

Consequences of Deferral

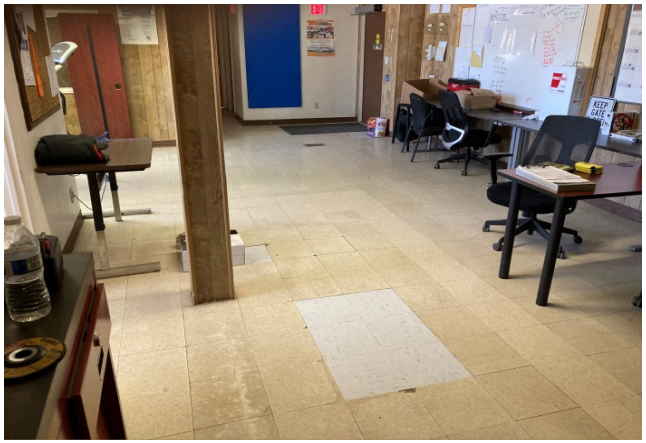
The existing modular building will continue to degrade. If conditions deteriorate until workplace safety is compromised, staff will have to work from another location more than 40 miles away. This other site does not have the capacity to support the extra staff, equipment, and materials. This will also increase travel / response time to perform road maintenance or

Coordination with the Department of Public Safety (DPS)

ADOT and DPS are working to complete the programming and design coordination needed to facilitate DPS' occupancy in the proposed new ADOT building at Ajo.












Reddylce

STATE OF ARIZONA
FY 2028 CAPITAL IMPROVEMENT PLAN
CAPITAL PROJECT SCOPE & COST

Form CIP-3 Rev(2/04)

Agency: Arizona Department of Transportation

Project: Demolish Old MVD Office Building Phoenix **Priority:** 6

Project Scope		Construction Cost	Total Project Cost
GSF	NASF	$/GSF	$/NASF
41060	41060	$ 28	$ 34

Capital Cost Estimate[1]	
Category	**Cost**
Land Acquisition	
Construction	$ 1,155,000
A & E Fees	$ 116,000
F F & E	$ -
Contingency	$ 128,000
Total	**$ 1,399,000**

Proposed Funding[2]	
Funding Source	**Amount**
Prior Appropriation	
General Fund Request	
Highway	$ 1,399,000
Other:	
Total	**$ 1,399,000**

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

Proposed Funding Schedule[3]				
Total Costs	Prior	FY 2028	FY 2029	FY 2030
$ 1,399,000		$ 1,399,000		

Proposed Work Schedule	
Phase	**Start Date**
Planning	Complete
Design	Mar-27
Construction	Mar-28
Occupancy	N/A

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

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

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

STATE OF ARIZONA
FY 2028 CAPITAL IMPROVEMENT PLAN
CAPITAL PROJECT DESCRIPTION

Form CIP-4 Rev (2/04)

Agency: Arizona Department of Transportation (ADOT)

Project: Demolish Old Motor Vehicle Division (MVD) Office Building Phoenix

Priority: 6

Problem/Justification

The Old MVD Office Building, located in Phoenix on the ADOT Downtown campus, is one of the original buildings constructed for MVD. Built in the early 1900's, this building has been renovated and transformed several time for various uses until it was decommissioned in the late 2000s. This building is of masonry and concrete construction and lacks all modern interior facilities and infrastructures. A study was performed in 2021 to assess the ability to renovate this building to modern standards and accommodate the Executive Hearing Office (EHO) and Enforcement and Compliance Division (ECD) operations. It was determined that the cost to renovate would far exceed the cost to build a new building. The decision was made to demolish this building as it is non-code compliant and, therefore, unoccupiable.

Proposed Solution

The proposed course of action is to demolish the building in its entirety and provide a future building pad or landscaped area. Currently, the building has no viable uses without considerable renovations or restructuring.

Benefits

The current unoccupied building is vacant and is vulnerable to vandalism. The building requires security attention and some building services to remain idle, and it is a liability to the State of Arizona for human safety and ongoing maintenance.

Consequences of Deferral

Postponement of demolition will cause the abandoned and unused building to continue to be vulnerable to vandalism and, consequently a liability to the state of Arizona. Basic maintenance and attention is required to maintain security of the building and facilitate basic infrastructure.

Coordination with the Department of Public Safety (DPS)

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

STATE OF ARIZONA
FY 2027 CAPITAL IMPROVEMENT PLAN
CAPITAL PROJECT SCOPE & COST

Form CIP-3 Rev(2/04)

Agency: Arizona Department of Transportation

Project: Replace Grand Canyon National Park Airport Signage **Priority:** 1A

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

Capital Cost Estimate[1]	
Category	**Cost**
Land Acquisition	$ -
Construction	$ 240,000
A & E Fees	$ 30,000
F F & E	$ -
Contingency	$ 30,000
Total	**$ 300,000**

Proposed Funding[2]	
Funding Source	**Amount**
Prior Appropriation	
General Fund Request	
Highway	
Other:	$ 300,000
Total	**$ 300,000**

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

Proposed Funding Schedule[3]				
Total Costs	Prior	FY 2028	FY 2029	FY 2030
$ 300,000		$ 300,000		

Proposed Work Schedule	
Phase	**Start Date**
Planning	Complete
Design	Jan-28
Construction	Jul-28
Occupancy	May-29

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

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

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

STATE OF ARIZONA
FY 2028 CAPITAL IMPROVEMENT PLAN
CAPITAL PROJECT DESCRIPTION

Form CIP-4 Rev (2/04)

Agency: Arizona Department of Transportation (ADOT)

Project: Replace Grand Canyon National Park Airport Signage

Priority: 1A

Problem/Justification

The seven Grand Canyon National Park Airport (GCNPA) monument signs, originally constructed in 1967, were recently removed due to severe deterioration. Seven new monument signage will be installed in the seven previous locations at both entrances to the airport to modernize the visitor experience, improve site access aesthetics, ensure code compliance, and support updated traffic safety directives and upcoming airport facility improvements.

Proposed Solution

ADOT has procured planning and design detailing to establish an overall concept of signage aesthetics and function, and that existing design effort will be the baseline for updated considerations for a final signage design package to meet the needs for site and building identifications, and for updated traffic directional signage.

Benefits

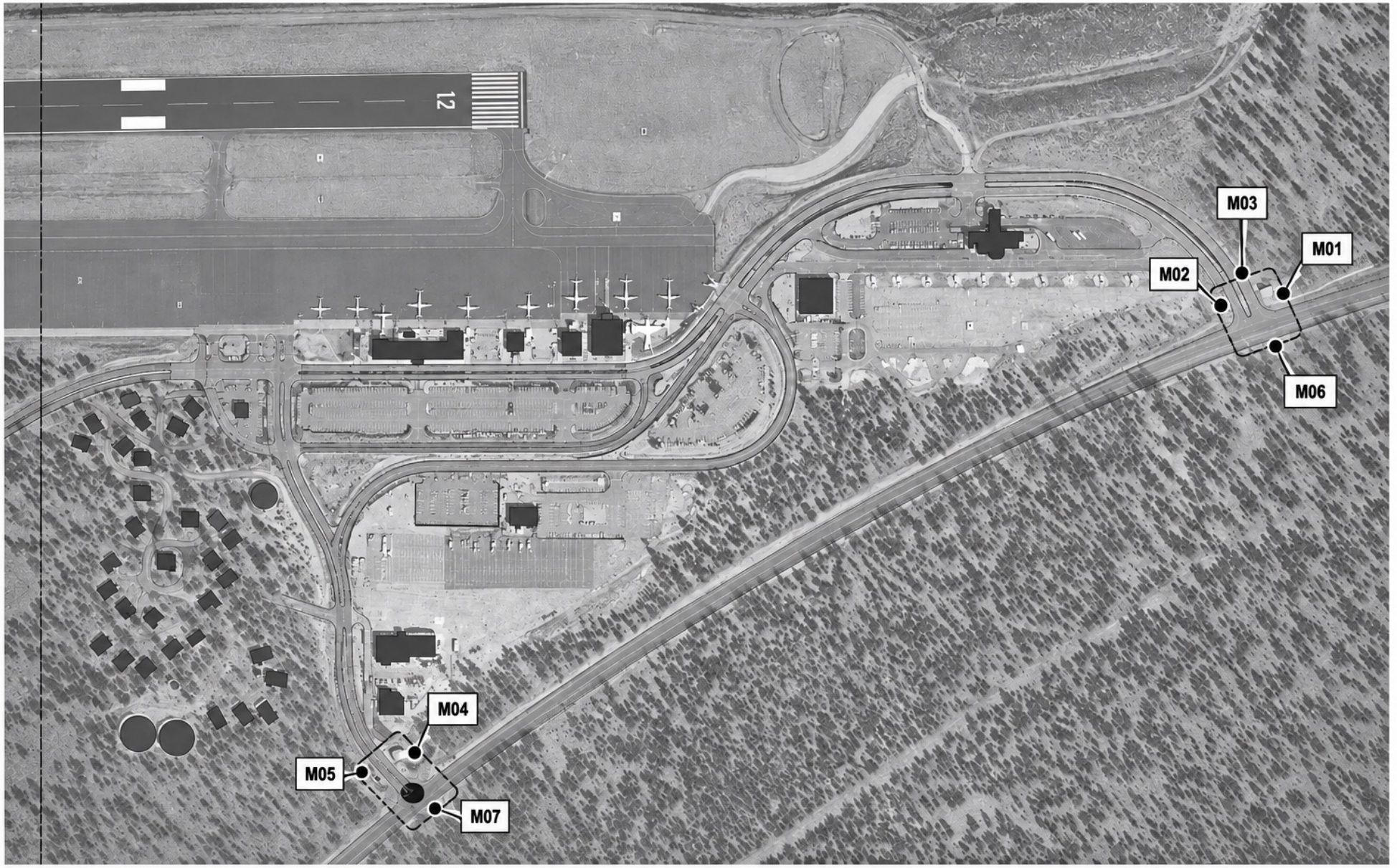
The benefit of updating the existing airport signage is integral to the airport modernizations anticipated for the terminal and other airport vendor facilities. Updated signage will provide a professional aesthetic and code compliance, comprehensively applied to the overall airport site and integrating with the themes to be maintained and established enhancing the Grand Canyon imagery.

Consequences of Deferral

The airport signage continues to degrade and will require investment and continued maintenance initiatives. Without this comprehensive approach to wayfinding and traffic management, the customer experience needed to make the GCNPA competitive as a destination attraction will suffer.

Coordination with the Department of Public Safety (DPS)

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



PROPOSED MONUMENT SIGN LOCATIONS - NORTH

N

M MONUMENT SIGN

STATE OF ARIZONA
FY 2027 CAPITAL IMPROVEMENT PLAN
CAPITAL PROJECT SCOPE & COST

Form CIP-3 Rev(2/04)

Agency: Arizona Department of Transportation

Project: Construct New Fuel Station at Grand Canyon National Park Airport **Priority:** 2A

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

Capital Cost Estimate[1]	
Category	**Cost**
Land Acquisition	$ -
Construction	$ 1,484,000.00
A & E Fees	$ 132,000.00
F F & E	$ -
Contingency	$ 166,000.00
Total	**$ 1,782,000**

Proposed Funding[2]	
Funding Source	**Amount**
Prior Appropriation	
General Fund Request	
Highway	
Other:	$ 1,782,000
Total	**$ 1,782,000**

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

Proposed Funding Schedule[3]				
Total Costs	Prior	FY 2028	FY 2029	FY 2030
$ 1,782,000		$ 1,782,000		

Proposed Work Schedule	
Phase	**Start Date**
Planning	Complete
Design	Feb-28
Construction	Apr-29
Occupancy	Apr-29

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

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

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

STATE OF ARIZONA
FY 2028 CAPITAL IMPROVEMENT PLAN
CAPITAL PROJECT DESCRIPTION

Form CIP-4 Rev (2/04)

Agency: **Arizona Department of Transportation (ADOT)**

Project: **Construct New Fuel Station at Grand Canyon National Park Airport**

Priority: 2A

Problem/Justification

The Grand Canyon National Park Airport (GCNPA) currently does not have an on-site vehicle fueling facility to support airport maintenance vehicles, Aircraft Rescue and Fire Fighting (ARFF) vehicles, snow removal equipment, or other critical airport support vehicles.

The airport is required to maintain ARFF readiness during commercial air carrier operations in accordance with Federal Aviation Administration requirements. Maintaining reliable access to fuel is a critical component of sustaining that emergency response capability during routine operations and extended incidents.

Airport maintenance vehicles, ARFF apparatus, snow removal equipment, and other critical airport vehicles must currently be fueled at a commercial fuel source or by transferring fuel from portable pickup-mounted tanks. Because ARFF vehicles and other specialized airport equipment cannot leave airport property to refuel, staff must transport fuel to the equipment, creating an inefficient process that delays refueling during emergency operations and diverts personnel from essential duties.

Located at approximately 6,750 feet in elevation, the airport experiences severe winter storms, extended snow removal operations, utility outages, wildland fire activity, and emergency aircraft incidents. These events require sustained airport operations and uninterrupted access to fuel for emergency response and maintenance equipment. Without a dedicated on-site fuel supply, the airport remains vulnerable to disruptions in commercial fuel availability and lacks a reliable fuel reserve to support prolonged emergency operations.

Proposed Solution

Construct a new emergency vehicle fueling facility at GCNPA consisting of above-ground gasoline and diesel storage tanks with integrated dispensing systems capable of supporting airport operations and authorized State of Arizona fleet vehicles.

The project includes above-ground fuel storage tanks, dispensing equipment, fuel management technology, concrete fueling pads, a canopy, security fencing, site lighting, utilities, emergency backup power, communications infrastructure, access road improvements, and associated site development. The facility will be integrated into ADOT's statewide fuel distribution system to provide dependable fuel deliveries and maintain a dedicated emergency fuel reserve.

Benefits

Construction of an on-site emergency vehicle fueling facility will significantly improve the operational resiliency of the GCNPA by providing a dedicated and reliable fuel source for emergency response and airport maintenance operations. Reliable on-site fueling will ensure ARFF vehicles, snow removal equipment, airport maintenance vehicles, and other critical response equipment remain available during emergency aircraft incidents, severe winter storms, utility outages, wildland fires, and other events requiring sustained airport operations.

The project will strengthen the airport's continuity of operations by maintaining a dedicated fuel reserve that is not dependent upon commercial fuel availability. The facility will also enhance statewide emergency response capabilities by providing an additional fueling location for ADOT Highway Maintenance, the Arizona Department of Public Safety, and other authorized State of Arizona agencies operating throughout the Grand Canyon region.

Although the primary purpose of the project is to improve emergency preparedness and operational resilience, the facility will also improve operational efficiency by eliminating routine off-site fueling trips and reducing manual fuel transfers to airport-bound equipment. This will allow airport personnel to remain focused on airport operations and emergency preparedness while improving the overall reliability of airport maintenance and emergency response activities.

Consequences of Deferral

Deferring this project will leave GCNPA without a dedicated on-site fuel supply, requiring continued reliance on commercial fuel sources and portable fuel transfer operations for critical emergency response equipment.

During extended emergencies, severe winter storms, wildland fires, utility outages, or disruptions to commercial fuel availability, ADOT's ability to sustain airport operations, ARFF readiness, and snow removal activities may be compromised. The absence of a dedicated fueling facility increases operational risk, prolongs emergency response logistics, and reduces the resiliency of this critical transportation facility.

Deferral will also require continued use of inefficient fueling practices that divert staff from operational responsibilities, require multiple fuel transfer operations for airport-bound equipment, and limit the ability of ADOT Highway Maintenance, the Arizona Department of Public Safety, and other authorized State of Arizona agencies to obtain fuel while supporting emergency operations throughout the Grand Canyon region.

Coordination with the Department of Public Safety (DPS)

ADOT coordinated with DPS regarding this project; DPS stated that it did not have any facility requirements that could be addressed by this project but would benefit from the availability of fuel during emergency operations. ADOT and DPS are discussing possible DPS use of existing GCNPA facilities. Having available fuel would be an important resource for DPS if it is based on site.

STATE OF ARIZONA
FY 2027 CAPITAL IMPROVEMENT PLAN
FY 2029-2030 TWO YEAR CAPITAL PROJECT FORECAST

Form CIP-5 (Rev 1/03)

Agency: ARIZONA DEPARTMENT OF TRANSPORTATION

Year	Project Name	Project Description	Total Costs
FY 2029	Construct New Equipment Storage Building in Springerville	Design and construct new 8-bay 9,600 SF equipment storage building	$ 8,566,000
FY 2029	Renovate 4th Floor of the Motor Vehicle Division (MVD) Administration Building	Renovate 35,000 SF on the 4th floor	$ 4,500,000
FY 2029	Construct New Truck Barn and Maintenance Office in Kayenta	Construct a new 4-bay equipment barn with office and crew room	$ 4,840,000
FY 2029	Construct New Equipment Storage Building in Gila Bend	Construct a new 4-bay equipment barn with office and crew room	$ 6,816,000
		HIGHWAY SUBTOTAL	**$ 24,722,000**
FY 2030	Purchase Land and Design New Motor Vehicle Division (MVD) Office in West Valley	Purchase land and design a new MVD customer service center	$ 4,911,000
FY 2030	Construct Tucson Equipment Services Building 12-Bay Addition	Construct a 12-bay addition to the existing building	$ 17,000,000
		HIGHWAY SUBTOTAL	**$ 21,911,000**
		TOTAL	**$ 46,633,000**

Form
CIP-6
(Rev 1/03)

STATE OF ARIZONA
FY 2028 CAPITAL IMPROVEMENT PLAN
BUILDING RENEWAL FORECAST

Agency: **ARIZONA DEPARTMENT OF TRANSPORTATION**

FUND SOURCE: **STATE HIGHWAY FUND**

Primary Category	FY 2028	FY 2029
Fire Life Safety	$ 418,298	$ 418,298
Roofs	$ 3,042,692	$ 3,042,692
Exterior Building Finishes	$ 2,630,123	$ 2,630,123
Major Building Systems	$ 3,902,209	$ 3,902,209
Interior Building Finishes	$ 615,987	$ 615,987
Major Renovation	$ 4,268,666	$ 4,268,666
ADA Accessibility	$ 28,651	$ 28,651
Infrastructure	$ 10,669,476	$ 10,669,476
Totals	**$ 25,576,102**	**$ 25,576,102**

FUND SOURCE: **STATE AVIATION FUND**

Primary Category	FY 2028	FY 2029
Fire Life Safety	$ 21,375	$ 21,375
Roofs	$ 10,688	$ 10,688
Exterior Building Finishes	$ 42,751	$ 42,751
Major Building Systems	$ 91,487	$ 91,487
Interior Building Finishes	$ 21,375	$ 21,375
Major Renovation	$ 69,470	$ 69,470
ADA Accessibility	$ 10,688	$ 10,688
Infrastructure	$ 176,347	$ 176,347
Totals	**$ 444,182**	**$ 444,182**

STATE OF ARIZONA
FY 2026 CAPITAL PROJECT STATUS REPORT

Form CIP-7 (Rev 1/03)

AGENCY: ARIZONA DEPARTMENT OF TRANSPORTATION

Project Name ($100,000 or greater)	Approp Number	Primary Category[1]	Fund Source	FY 2026 Expenditures	Total Costs	Estimated Total Costs	Completion Date
FY2022 Fueling Stations (HWY)	DT55610	NC	SHF	$ 823,276	$ 991,456	$ 1,800,000	FY 2027
FY2023 Fueling Stations (HWY)	DT55610	NC	SHF	$ 360,384	$ 362,517	$ 371,200	FY 2027
FY2023 Fueling Stations (HWY)	DT55580	NC	SHF	$ 1,223,825	$ 1,405,475	$ 3,026,900	FY 2027
FY2024 Fueling Stations (HWY)	DT56050	NC	SHF	$ 1,264,862	$ 1,369,984	$ 2,600,000	FY 2027
FY2025 Fueling Stations (HWY)	DT57041	NC	SHF	$ 1,069,439	$ 1,069,439	$ 9,088,200	FY 2027
FY2023 206 Annex Building (HWY)	DT55560		SHF	$ 6,138,051	$ 6,150,708	$ 9,309,300	FY 2027
FY2024 Phoenix to Tucson Passenger Rail (SGF)	DT56100		GF	$ 1,582	$ 1,582	$ 3,500,000	FY 2027
FY2024 Catalina State Park Entrance Crossing	PR28113			$ 693,183	$ 693,183	$ 5,813,000	FY 2027
FY2024 Public Use Electric Vehicle Charging	DT56060	NC	SHF	$ -	$ -	$ 2,500,000	FY 2027
FY2024 Department Electric Vehicle Fleet Charging	DT56070	NC	SHF	$ 108,102	$ 707,316	$ 707,316	FY 2026
FY2024 Tucson Motor Vehicle Division Renovation	DT56080		SHF	$ 2,705,519	$ 3,744,619	$ 4,100,000	FY 2026
FY2024 Water Conservation	DT56090	NC	SHF	$ 347,021	$ 375,454	$ 2,500,000	FY 2027
FY2024 Keams Canyon New Building	DT57020	NC	SHF	$ 2,278,559	$ 3,074,303	$ 3,400,000	FY 2026
FY2026 Renovate Grand Canyon airport terminal	DT54020		AVA	$ -	$ -	$ 850,300	FY 2029
FY2026 Improvements to vehicle repair shop in Avondale	DT54000	NC	SHF	$ 7,049	$ 7,049	$ 6,951,000	FY 2029
FY2026 Construct new maintenance offices in Little Antelope and Gray Moun	DT54010	NC	SHF	$ -	$ -	$ 6,861,000	FY 2029
Subtotal: Projects more than $100,000				**$ 17,020,852**	**$ 19,953,086**	**$ 63,378,216**	

1. NC = New Construction

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

New Building Construction							
New Infrastructure							
Fire Life Safety			Renewal	$ 320,695	$ 1,155,003	$ 2,501,839	FY 2026
Roofs			Renewal	$ 620,252	$ 2,745,191	$ 10,192,598	FY 2026
Exterior Building Finishes			Renewal	$ 1,300,734	$ 4,141,439	$ 9,944,065	FY 2026
Major Building Systems			Renewal	$ 5,613,451	$ 14,338,737	$ 25,700,662	FY 2026
Interior Building Finishes			Renewal	$ 407,378	$ 1,416,464	$ 2,429,681	FY 2026
Major Renovation			Renewal	$ 3,156,404	$ 14,805,822	$ 17,098,143	FY 2026
ADA Accessibility			Renewal	$ 3,934	$ 98,598	$ 446,949	FY 2026
Infrastructure			Renewal	$ 2,555,548	$ 8,015,158	$ 18,638,863	FY 2026
Land Acquisitions							
Land Sales							
Subtotal: Projects less than $100,000				**$ 13,978,396**	**$ 46,716,412**	**$ 86,952,800**	
Grand Totals				**$ 30,999,248**	**$ 66,669,498**	**$ 150,331,016**	

STATE OF ARIZONA
ARIZONA DEPARTMENT OF TRANSPORTATION
DEPARTMENT OF TRANSPORTATION BUILDING SYSTEM INVENTORY
BUILDING INVENTORY RECAP – JUNE 30, 2026

The Arizona Department of Transportation's (ADOT) Building System includes an inventory of all buildings and structures. For purposes of planning and risk management, the Facilities Management and Support Group of ADOT has compiled an inventory of 1,410 buildings and structures that have a total square footage of approximately 3,713,731 and a replacement value estimated at $1,212,918,514.23. The valuation is based primarily upon the Marshall Valuation Service, R.S. Means estimating and actual past costs. The building inventory is updated annually and utilized in the formula for determining the amount for the Building Renewal Program.

The ADOT building inventory is distributed and valued as follows:

Fund Source	# of Buildings	Square Footage	Repl. Costs	FY 2026 Renewal Costs	Proj. FY 2027 Renewal Costs
Highway	1,369	3,618,930	$ 1,187,836,761	$ 24,158,528	$ 25,576,102
Aviation	41	94,801	$ 25,081,754	$ 415,620	$ 444,182
Totals	**1,410**	**3,713,731**	**$ 1,212,918,514**	**$ 24,574,148**	**$ 26,020,284**

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

STATE OF ARIZONA
ARIZONA DEPARTMENT OF TRANSPORTATION
DEPARTMENT OF TRANSPORTATION BUILDING SYSTEM BUILDING INSPECTIONS
BUILDING CONDITION RECAP – July 1, 2025 to June 30, 2026

During Fiscal Year 2026, ADOT planned to conduct 157 of the required 353 inspections and was able to complete 148 inspections totaling 483,325 square feet or 13% of existing square feet in the ADOT Building System Per ARS 41-793. ADOT was unsuccessful in completing the planned required inspections due to insufficient quantity of inspection staff and the geographic dispersion of the buildings requiring inspection. ADOT anticipates completing 190 of 353 in FY 2027 and is identifying additional resources to increase its capacity to meet ARS 41-793 requirements.

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

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

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

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

Buildings Inspected
148

A majority of the facilities inspected were determined to be in fair condition where fair condition means in need of some minor repairs.

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

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

This report was coordinated with the ADOT State Building Inspector.