

## MAG meetings detail Prop 479 Freeway Life Cycle Plans

Even before Maricopa County voters gave their approval last November for Proposition 479 (Prop 479) to continue the half-cent transportation tax previously operated under Proposition 400 (Prop 400), the Maricopa Association of Governments (MAG) had been busy preparing an expansive set of projects to enhance the County’s vast transportation system. In this issue of the DBE Newsletter, we have a series of articles covering the plans.

A draft of Proposition 479 Freeway Life Cycle Program (FLCP), was presented on May 21, 2025, to the MAG Transportation Policy Committee. The proposition would be a key financial management tool for the freeway and highway component of the Regional Strategic Transportation Infrastructure Investment Plan.

MAG is working on sequencing projects under Phase I, since Prop 479 revenue collections will begin on Jan. 1. Some projects are expected to last beyond the 479 life cycle closing in fiscal year 2046. By that time, the fund balance is expected to have reached projected revenues of \$547 million.

▶▶▶ 2



**Mid-year tune-up: four ways to refocus your business strategy**

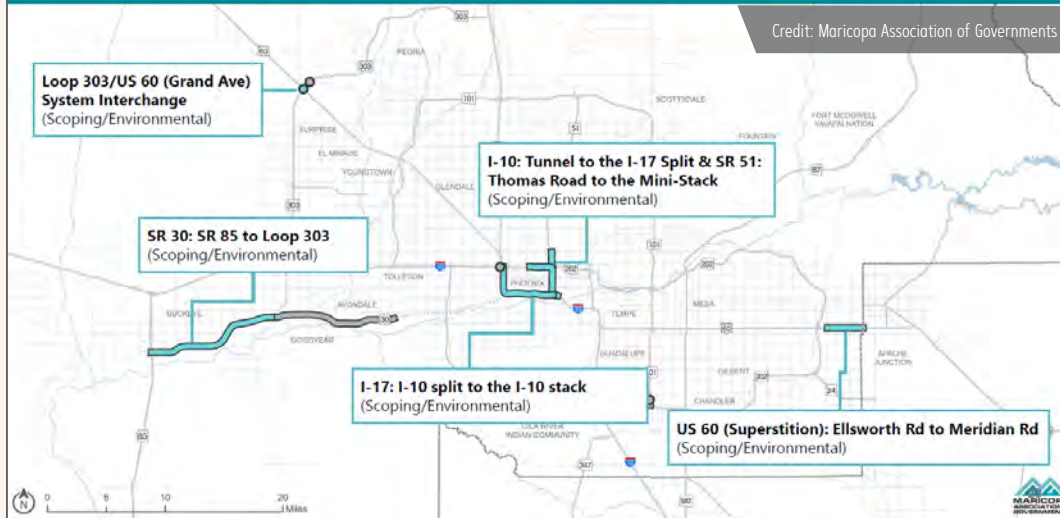


**MAG joins ADOT and Scottsdale in detailing upcoming roadway rehab plans**



**2024-2026 DBE Disparity Study**

## DRAFT PROP 479 FLCP: NOTABLE DEVELOPMENT ACTIVITIES



Project Ranking and Funding				Available Funding + \$56,250,000		
Rank	Location	Order	Total Project Cost	Revised Amount Requested	Recommended Funding Amount	Remaining Funding
1	US 60 (Superstition) Ellsworth Rd to Meridian Rd	1	\$1,000,000,000	\$1,000,000,000	\$1,000,000,000	\$45,250,000,000
2	SR 30: SR 85 to Loop 303	2	\$1,000,000,000	\$1,000,000,000	\$1,000,000,000	\$44,250,000,000
3	I-10: Tunnel to the I-17 Split & SR 51: Thomas Road to the Mini-Stack	3	\$1,000,000,000	\$1,000,000,000	\$1,000,000,000	\$43,250,000,000
4	I-17: I-10 split to the I-10 stack	4	\$1,000,000,000	\$1,000,000,000	\$1,000,000,000	\$42,250,000,000
5	Loop 303/US 60 (Grand Ave) System Interchange	5	\$1,000,000,000	\$1,000,000,000	\$1,000,000,000	\$41,250,000,000

**\$56 million MAG program will enable \$90 million in arterial street widening projects**

## NEWLY CERTIFIED DBE FIRMS

Congratulations on your certification! To learn more about the resources available to you, connect with our [DBE Supportive Services](#) team today!

- [Advanced Logistics & Project Solutions LLC](#)
- [Change Maker, LLC](#)
- [Ciscon Group Inc.](#)
- [Civilpave](#)
- [Holt Communications, Inc.](#)
- [Meltar Supply LLC](#)

- [Phoenix Health and Wellbeing LLC](#)
- [Preferred Construction Mgt Co., Inc.](#)
- [Raincon Inc.](#)
- [S. Hamilton Contracting LLC](#)
- [Sulla, LLC](#)
- [Turnkey Solutions, LLC](#)

## MAG meetings detail Prop 479 Freeway Life Cycle Plans (Cont'd)

### Draft FLCP project changes

Several projects have undergone changes in the draft program update, approved in May 2025. These include:

- The Loop 101 (Agua Fria Freeway) at I-10/91st Avenue Connector, I-10 at 83rd Avenue and I-10 at 91st Avenue projects, originally funded as part of the Prop 479 program, with the Prop 400 project to construction a direct high occupancy vehicle ramp at Loop 101 (Agua Fria Freeway) and I-10.
- The I-10 at Wild Horse Pass has been combined with the Prop 400 I-10: Loop 202 (Santan Freeway) to Riggs Road project. The improvements are currently being scoped as part of Arizona Department of Transportation's broader I-10: Loop 202 (Santan Freeway) to SR 387 project (better known as the I-10 Wild Horse Pass Corridor project) with the improvements at the Wild Horse Pass interchange to be funded through a state appropriation.
- Combining projects to improve I-10 from the tunnel to the Interstate-17 split, the I-10/Loop 202/State Route 51 Mini-Stack and I-10 Sky Harbor West Airport access into I-10: Tunnel to the I-17 Split and SR 51: Thomas Road to the I-10/Loop 202/State Route 51 Mini-Stack.

### Phase I construction projects

The presentation then went on to cover details of projects planned in Phase I.

For fiscal years 2025 and 2026, these projects include:

- A \$261-million system interchange at Loop 303 and I-17
- A traffic interchange at I-10 and Jackrabbit Trail for \$81 million
- A \$71-million widening of Loop 303 from Lake Pleasant Parkway to I-17
- A widening of State Route 24 from Loop 202 to Ironwood Drive for \$352 million

Phase I projects in fiscal year 2027 consist of \$1.26 billion to construct the new State Route 30 (Tres Rios) Freeway from Loop 202 to 97th Avenue and a \$131-million widening of Loop 202 between Loop 101 and I-10.

### Notable development activities

In the notable development activities portion of the presentation, committee members learned about scoping and environmental work for:

- Loop 303/US 60 (Grand Ave) System Interchange
- I-10: Tunnel to the I-17 Split and SR 51: Thomas Road to the I-10/Loop 202/State Route 51 Mini-Stack
- SR 30 from State Route 85 to Loop 303
- I-17 widening from the I-10 split to the I-10 stack
- Work on U.S. 60: Ellsworth Road to Meridian Road

They also learned about final design work being conducted for:

- A project at Loop 303 at 155th Avenue
- Development of SR 30 from Loop 303 to 97th Avenue
- I-17 Traffic Interchange West Connection
- Loop 202: Loop 101 to I-10

### SR 30 – Tres Rios

One of the most important new developments under Prop 479 is the SR 30 Corridor, also known as the Tres Rios freeway.

SR 30 consists of three main segments: west, center and east. Funding to construct portions of all three segments is identified under Prop 479, with the center segment, running from Loop 202 to Loop 303, being prioritized.

According to the presentation's update, the \$900 million Loop 303 extension to connect to SR 30 will advertise for construction this summer.

Right-of-way (ROW) acquisition and utility relocation work has been underway and an implementation workshop was held in January to consider potential implementation scenarios for the center segment.

Final design is currently underway for the project portion spanning from 97th Avenue to Loop 202. The implementation workshop recommended constructing the project from east to west and continuing the remaining 30% of ROW acquisition and utility relocation.

The workshop has also recommended combining the two planned portions from Avondale Boulevard to 97th Avenue and from Dysart Road to Avondale Boulevard into one project. These recommendations were approved as part of the May 2025 Prop 479 FLCP.

▶▶▶ 3



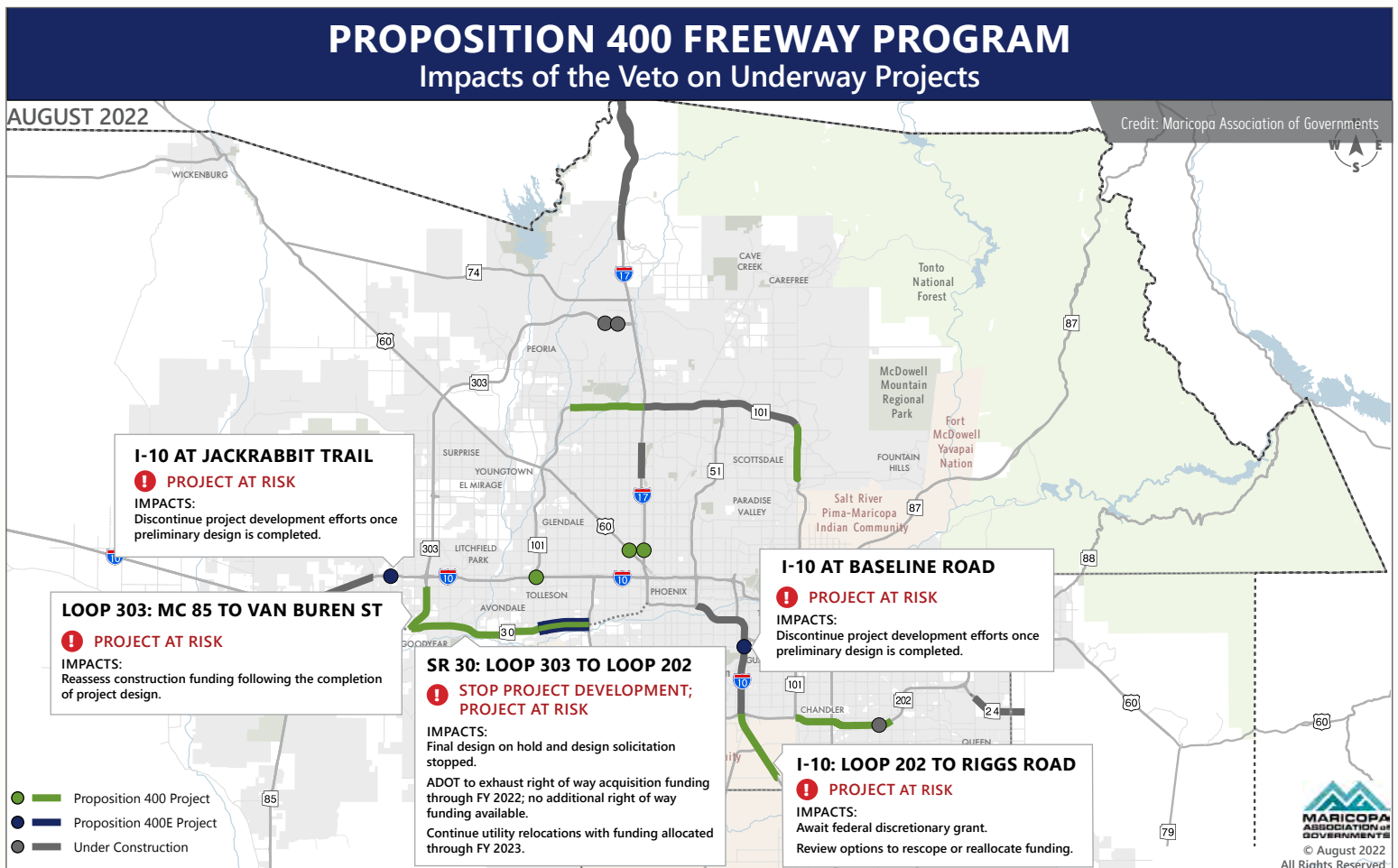
## MAG meetings detail Prop 479 Freeway Life Cycle Plans (Cont'd)

Initiation of the final design process will accelerate construction and \$106 million has been programmed in fiscal year 2026 to initiate final design on the three remaining segments. MAG will continue collaborate with ADOT to safely and efficiently complete construction.

The currently anticipated construction timelines and costs for the segments include:

- 97th Avenue-Loop 202: Anticipated to be constructed from fiscal year 2027 to 2030 with an estimated \$1.262 billion cost.
- Dysart Road-97th Avenue: Anticipated to be constructed from fiscal year 2029 to 2031 with an estimated \$634 million cost.
- Estrella Parkway-Dysart Road: Anticipated to be constructed from fiscal year 2031 to 2033 with an estimated \$769 million cost.
- Loop 303-Estrella Parkway: Anticipated to be constructed from fiscal year 2033 to 2035 with an estimated \$860 million cost.

Other programmatic elements included for the region and presented in the meeting include funding for freeway sub-programs—including preliminary engineering and advanced right-of-way acquisition, funding for freeway and highway system capital rehabilitation of pavement and maintaining the \$10 million annual allocation for minor improvements.



## Mid-year tune-up: four ways to refocus your business strategy

### *Practical, timely steps to build momentum and finish 2025 with confidence*

As summer hits full stride and 2025 rounds the corner, now is the perfect time to pause, take stock and refocus your business. A midyear check-in helps you evaluate what is working, adjust what's not and set the stage for a strong finish to the year.

Use these four pillars to guide your review: identify opportunities, develop relationships, secure profitable work and build awareness.

#### 1. Identify opportunities

Midyear is the time to sharpen your targeting and uncover new prospects. Are you focusing on the right types of clients and work? Take time to analyze your wins and near-misses and you may see that patterns often emerge.

- **Reassess your Go/No-Go criteria** to reflect current capacity, pricing realities and evolving goals.
- **Review your top 10 project** from the first half of the year. Which ones aligned with your strengths? Which drained resources?
- **Explore adjacent markets or clients** such as school districts, municipalities or private developers that mirror the work you already do well.

#### 2. Develop relationships

Strong relationships are the foundation of steady work. Outreach often slows in summer, making it the perfect time to stand out.

- **Schedule three informal touchpoints**, such as coffee, calls or short site visits with clients, primaries or partners you want to reconnect with.
- **Update your contact list** with decision-makers you've met at events or on past bids. Add a quick note about where you met or what you discussed.
- **Offer something of value** in every interaction: a project tip, an article or a lead. Remember that relationship-building goes both ways.

#### 3. Secure profitable work

Beyond winning jobs, make sure the work you're pursuing supports your bottom line. Midyear is a good time to look at your proposal-to-win ratio and assess project profitability. Winning the right work is better than winning every bid.

- **Conduct a mini-profit review** of your completed or ongoing projects. Which ones met expectations? Where did margins shrink?
- **Debrief one lost proposal** to gather insights and identify where your messaging or scope could improve.
- **Prequalify future opportunities** by asking three key questions: Is this a fit for our skills? Is the client aligned with our values? Do we have a team ready?

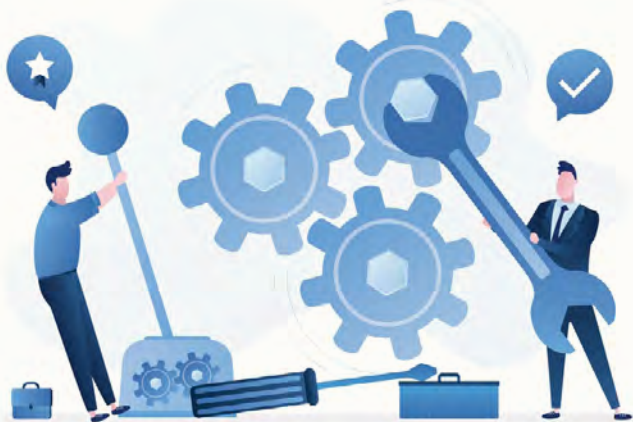
#### 4. Build awareness

Visibility builds credibility and positions your business for future opportunities.

- **Update your website and capability statement** to include recent wins, updated services and current certifications.
- **Post a summer project update** on LinkedIn or in an email. Keep it short, visual and focused on impact.
- **Collect a testimonial or success story** from a satisfied client. Even one quote can make a powerful impression in your marketing materials.

#### The takeaway

Through these twelve small, practical moves, you can have one sharper, more focused business. This midyear check-in is more than a review, it's a reset. Start with one action in each area and you'll head into fall with clarity, confidence and momentum.



## MAG joins ADOT and Scottsdale in detailing upcoming roadway rehab plans

Arterial streets were a major focus during May’s Maricopa Association of Governments (MAG) Transportation Review Committee (TRC) meeting, which included presentations the two new competitive arterial programs, the arterial street rehabilitation and widening, as well as the Arterial Life Cycle Program (ALCP).

This column will look at the Arterial Rehabilitation and Reconstruction Program (ARRP).

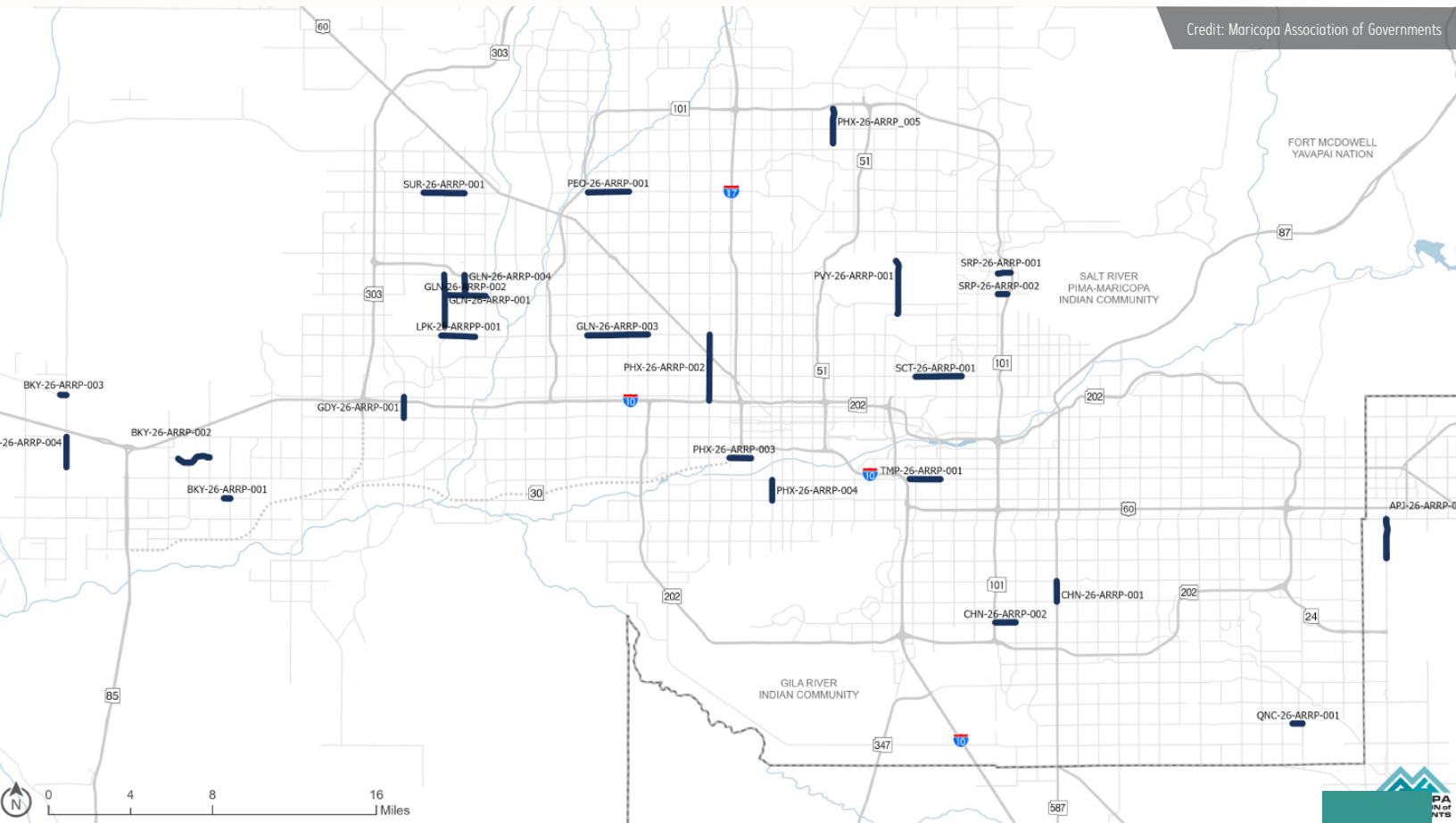
### ADOT, MAG and Scottsdale focus on arterial road rehabilitation

The Arizona Department of Transportation (ADOT) has worked to increase its focus on the issue and its approved \$11.5 billion [Five-Year Transportation Facilities Program for 2026-2030](#) includes \$2.4 billion for pavement preservation, rehabilitation and replacement for pavement and bridges across the state.

Municipalities have also increased their preservation focus. Scottsdale City Engineer Alison Tymkiw told attendees at a [recent industry event](#) that the city has dramatically increased its pavement rehabilitation and reconstruction efforts and is looking at outside funding sources, including MAG, for its most important projects.

The ARRP is one of the first two new competitive programs developed under MAG’s [Regional Strategic Transportation Infrastructure Investment Plan](#) (RSTIIP). According to the introduction to the plan overview, on June 23, 2021, the MAG Regional Council approved the RSTIIP to guide investments funded through Maricopa County’s dedicated half-cent sales tax for transportation, extended by voters through Proposition 479 (Prop 479), as well as other revenues available to the region. On Nov. 5, 2024, Maricopa County voters approved Prop 479, authorizing a 20-year extension of the dedicated half-cent sales tax for transportation and providing the revenue stream necessary for the projects and improvements identified in the RSTIIP. Projects funded through the RSTIIP are implemented through one of the three life cycle programs - freeway, arterial and transit- or the Regional Competitive Programs process.

The May TRC meeting presentation gave an overview of the ARRP and included a summary of the first call for projects initiated in March 2025 to determine how the funding should be allocated for Fiscal Years 2026, 2027 and 2028.



**MAG joins ADOT and Scottsdale in detailing upcoming roadway rehab plans (Cont'd)**

Submissions were evaluated under both qualitative and quantitative criteria and included review of submitted projects' unique attributes, safety improvements, compliance with ARRP goals and factors such as crash rates, the degree of existing pavement roughness and the Average Annual Daily Traffic.

A total of \$93.75 million was available for programming and 24 eligible applications were received from 13 jurisdictions before the May 2 deadline. During the meeting on May 22, TRC approved the recommended project ranking and funding scenario. This was subsequently approved by the MAG Regional Council in June 2025.

Below shows the chosen projects by their ranking, total costs and funding request.

Credit: Maricopa Association of Governments

**Project Ranking and Funding**

**Available Funding - \$93,750,000**

Applicant:	Application Name:	Overall Rank	Total Project Cost:	Federal Amount Requested:	Recommended Funding Amount	Remaining Funding
Phoenix	35th Ave: I-10 to Camelback Rd	1	\$ 14,320,844.86	\$ 10,024,591.40	\$ 10,024,591.40	\$ 83,725,408.60
Phoenix	Lower Buckeye Rd: 27th Ave to 19th Ave	2	\$ 12,117,742.54	\$ 8,482,419.78	\$ 8,482,419.78	\$ 75,242,988.82
Tempe	Broadway Rd: 55th St to Mill Ave	3	\$ 5,930,777.00	\$ 4,151,543.90	\$ 4,151,543.90	\$ 71,091,444.92
Glendale	Camelback Rd: 59th Ave to 83rd Ave	4	\$ 19,815,000.00	\$ 13,870,500.00	\$ 13,870,500.00	\$ 57,220,944.92
Glendale	Glendale Ave: El Mirage Rd to Litchfield Rd	5	\$ 14,980,000.00	\$ 10,486,000.00	\$ 10,486,000.00	\$ 46,734,944.92
Scottsdale	Thomas Rd: 56th St to 74th St	6	\$ 24,817,284.26	\$ 17,358,098.98	\$ 17,358,098.98	\$ 29,376,845.94
Chandler	Chandler Blvd: Price Rd to Dobson Rd	7	\$ 6,315,800.00	\$ 4,421,060.00	\$ 4,421,060.00	\$ 24,955,785.94
Glendale	Litchfield Rd: Missouri Ave to Northern Ave	8	\$ 22,693,000.00	\$ 15,885,100.00	\$ 15,885,100.00	\$ 9,070,685.94
SRP-MIC	Via de Ventura: Pima Rd to SR 101	9	\$ 7,255,883.93	\$ 5,079,118.75	\$ 5,079,118.75	\$ 3,991,567.19
Phoenix	7th Ave: Southern Ave to Broadway Rd	10	\$ 13,033,796.40	\$ 9,123,657.48	\$ 3,991,567.19	\$ -

## 2024-2026 DBE Disparity Study

### ADOT Disparity Study 2024-2026

The Arizona Department of Transportation (ADOT) has begun the process of updating its overall goal for the participation of Disadvantaged Business Enterprises (DBE) in ADOT's federally funded contracts. DBEs include minority-owned, woman-owned and other small businesses that experience social and economic disadvantages.

ADOT retained Keen Independent Research to determine the availability of DBEs and other businesses for these contracts. ADOT will use the results to develop new overall goals for DBE participation on federal Department of Transportation-funded contracts.

Identifying businesses that are qualified and interested in working on ADOT transportation contracts is key to this research. In the summer of 2025, Keen Independent and its survey firm Customer Research International (CRI) will be contacting businesses by phone to ask about their availability for ADOT and local government work.

This list of interested businesses will act as a resource for ADOT's potential contractors, subcontractors, suppliers and consultants for future work.

### [2024-2026 ADOT Disparity Study Letter](#)

To learn more about the 2024-2026 ADOT Disparity Study, please call ADOT Contract Compliance and Training Officer Gabe Demarbiex, at 480-268-0073 or [gdemarbiex@azdot.gov](mailto:gdemarbiex@azdot.gov).

You can also contact Keen Independent Research with any questions regarding the ongoing study utilizing the dedicated contact information below:

Telephone hotline: 602-704-0125

Email: [adotdisparitystudy2026@keenindependent.com](mailto:adotdisparitystudy2026@keenindependent.com)

Mail: David Keen, Principal

Keen Independent Research

2929 E. Camelback Road, Suite 155, Phoenix AZ 85016



## \$56 million MAG program will enable \$90 million in arterial street widening projects

As Maricopa County continues to adjust to the influx of new residents, employers and visitors that have come in the last several years, Maricopa Association of Governments (MAG) is working to enhance road capacity to maintain efficient travel times and minimize traffic congestion.

### Arterial Widening Program

MAG’s Arterial Widening Program is one of the agency’s first two new competitive programs under the federally funded [Regional Strategic Transportation Infrastructure Investment Plan](#). Member agencies and MAG staff led the program development efforts.

Policies for the program were approved by the MAG Regional Council in March and govern program administration, eligibility and project evaluation, according to a presentation to the MAG Transportation Review Committee (TRC) in May.

The programs’ goals are to:

- Expand capacity on existing arterial roadways and intersections
- Establish new arterial roadways
- Promote connectivity between high-demand capacity roadways and activity centers to advance economic vitality
- Provide for the safety of pedestrians, bicyclists, drivers and other roadway users
- Support economic competitiveness and growth through strategic transportation investments
- Maintain the region’s transportation infrastructure to protect existing investments for the future

The objective is to increase regional mobility by improving existing roadway capacity and allow expansion of the network. Eligible projects are roadway facilities on the regional arterial or mile grid system, roadway facilities that connect to freeways or other controlled access freeways and other key arterial corridors.

MAG’s Management Committee was issued notice of the call for projects near the end of March. A total of \$56.25 million was available for programming and 14 eligible applications were received by the May 2 deadline. The MAG Street Committee reviewed and ranked the projects using both qualitative and quantitative criteria, followed by a recommendation of the project ranking and funding scenario by TRC toward the end of May.

Throughout the month of June, the Management Committee and Transportation Policy Committee considered the project ranking and recommended funding scenario and the Regional Council ultimately approved the item in late June.

Of the 14 applications received, six projects were fully funded and one project was partially funded.



### Project Ranking and Funding

### Available Funding - \$56,250,000

Applicant:	Location:	Overall Rank	Total Project Cost:	Federal Amount Requested:	Recommended Funding Amount	Remaining Funding
Avondale	Lower Buckeye Rd: Litchfield Rd to Agua Fria River	1	\$ 15,889,000.00	\$ 11,122,300.00	\$ 11,122,300.00	\$ 45,127,700.00
Gilbert	Higley Rd: Warner Rd to Amber Ln	2	\$ 12,558,539.00	\$ 8,790,977.30	\$ 8,790,977.30	\$ 36,336,722.70
Mesa	Crismon Rd: Elliot Rd to Guadalupe Rd	3	\$ 5,671,700.00	\$ 3,809,750.00	\$ 3,809,750.00	\$ 32,526,972.70
Avondale	Lower Buckeye Rd: 127th Ave to 107th Ave	4	\$ 19,917,750.00	\$ 13,942,425.00	\$ 13,942,425.00	\$ 18,584,547.70
Glendale	67th Ave: Deer Valley Rd to Pinnacle Peak Rd	5	\$ 12,665,000.00	\$ 8,865,500.00	\$ 8,865,500.00	\$ 9,719,047.70
Buckeye	Miller Rd: Broadway Rd to Lower Buckeye Rd	6	\$ 9,454,620.00	\$ 6,618,234.00	\$ 6,618,234.00	\$ 3,100,813.70
Phoenix*	27th Ave: Lower Buckeye Rd to Buckeye Rd	7	\$ 13,619,065.60	\$ 9,533,345.92	\$ 3,100,813.70	\$ -

Credit: Maricopa Association of Governments

## \$56 million MAG program will enable \$90 million in arterial street widening projects (Cont'd)

### Selected project descriptions

Below are brief overviews of the seven chosen projects from the taken as written from the submitting agencies' applications, with edits made only for clarity, brevity and style.

[Lower Buckeye Road: Litchfield Road to Agua Fria River](#) (Avondale): The City of Avondale is requesting funding for the widening of West Lower Buckeye Road from Litchfield Road to the west bank of the Agua Fria River. Currently, this segment of Lower Buckeye Road consists of only two lanes with one in each direction. The project will widen Lower Buckeye Road by constructing two continuous through lanes in each direction (eastbound and westbound), separated by a raised landscaped median and will incorporate left- and right-turn lanes as required to facilitate safe and efficient access to adjacent developments. This critical project is necessary to accommodate increasing traffic volumes and to improve safety, reliability and multimodal access throughout the corridor.

[Higley Road: Warner Road to Amber Lane](#) (Gilbert): The project will provide design and construction of roadway improvements to eliminate the scallop condition on Higley Road from Warner Road to Amber Lane. The scope includes half-street improvements on the east side of Higley Road to major arterial standards, including right turn lanes, positive offsets at intersections, raised medians, bike lanes, sidewalks, streetlights, fiber conduit, cable and the re-striping of Higley Road.

[Crismon Road: Elliot Road to Guadalupe Road](#) (Mesa): This is a new arterial roadway segment and will connect Crismon Road between Elliot Road and Guadalupe Road. The project has been programmed in Mesa's Capital Improvement Plan since 2021, to be designed in Fiscal Year 2026 and constructed in Fiscal Year 2027.

Due to ongoing growth in the area, the need to close this gap has risen in priority and it is crucial this arterial is completed to improve north-south connectivity for rapidly expanding residential, commercial and industrial developments in southeast Mesa.

[Lower Buckeye Road: 127th Ave to 107th Avenue](#) (Avondale): The City of Avondale is requesting funding for the widening of Lower Buckeye Road from South 127th Avenue to South 107th Avenue. This stretch of roadway is partially improved with a curb and sidewalk on the north side of Lower Buckeye Road between South El Mirage and South 107th Avenue. The majority of the corridor consists of only two lanes, one in each direction.

The project will widen Lower Buckeye Road between South 127th Avenue and South 107th Avenue by constructing two continuous through lanes in each direction (eastbound and westbound), separated by a raised landscaped median at strategic locations and will incorporate left- and right -turn lanes as required to facilitate safe and efficient access to adjacent developments. A two-way center left-turn lane will be implemented throughout the corridor, providing a dedicated space for vehicles to safely turn left from either direction.

[67th Ave: Deer Valley Road to Pinnacle Peak Road](#) (Glendale): This arterial widening and street reconstruction project involves the expansion and comprehensive rehabilitation of the roadway infrastructure along 67th Avenue. The primary scope includes widening the existing artery by one lane in each direction to accommodate increasing traffic volumes and improve overall traffic flow. This widening will require the acquisition of additional right-of-way along the corridor. In addition to the widening, the existing roadway surface within the current footprint will be upgraded to meet current pavement standards.

[Miller Road: Broadway Road to Lower Buckeye Road](#) (Buckeye): The proposed project is the widening of Miller Road, a north-south roadway within the city of Buckeye from Broadway Road north to Lower Buckeye Road. It is one of the few roadways within the city that has an interchange with Interstate 10. Between Broadway Road and Lower Buckeye Road, Miller Road is currently a two-lane roadway (one through lane in each direction) with a daily traffic volume of approximately 20,164 vehicles. This project would widen the roadway to provide two through lanes in each direction, separated by a raised median.

Additionally, for pedestrian and rolling traffic safety, Buckeye will be adding a six-foot sidewalk to either side of the roadway wherever possible with Americans with Disabilities Act (ADA)-compliant features.

[27th Ave: Lower Buckeye Road to Buckeye Road](#) (Phoenix): The purpose of the project is to improve the capacity and operational

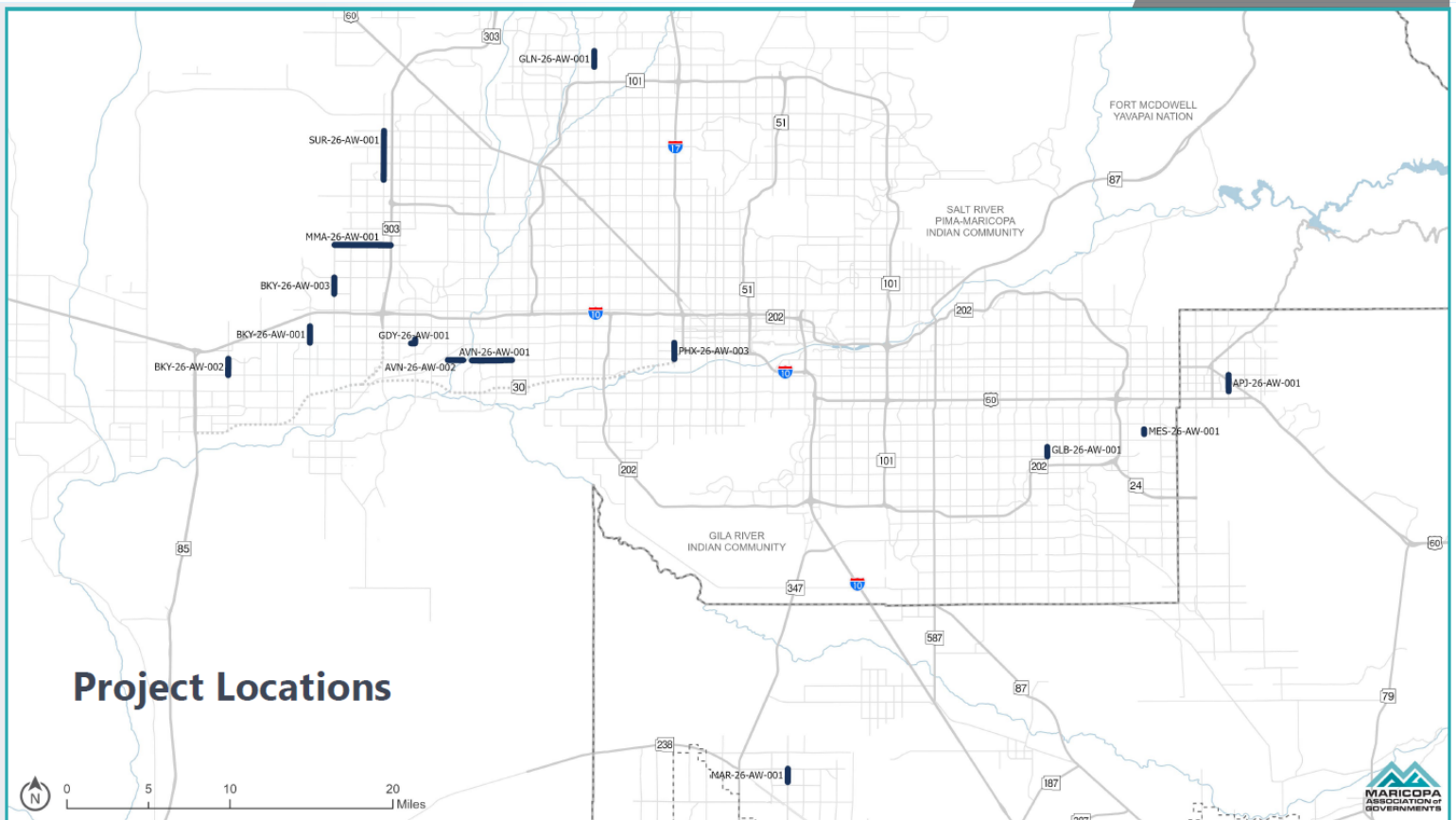
▶▶▶ 10

**\$56 million MAG program will enable \$90 million in arterial street widening projects (Cont'd)**

efficiency of 27th Avenue. The proposed improvements will increase the roadway width, add curb, gutter, sidewalk and ADA ramps, new traffic signals and traffic control devices, new streetlighting, provide bicycle lanes and provide pavement drainage along 27th Avenue. The goals of the project are to add roadway capacity, improve pedestrian safety and access and improve drainage.

While the seven selected projects have a total estimated value of nearly \$89.8 million, with the funding awarded through MAG making up \$56.25 million, the 14 projects submitted add up to more than \$238.9 million, effectively demonstrating the ongoing need for major roadway expansion in Maricopa County.

Credit: Maricopa Association of Governments



## Transportation Board OKs update to five-year construction program

### ADOT's 2026-2030 plan emphasizes pavement and bridge investments

The State Transportation Board has approved the 2026-2030 Five-Year Transportation Facilities Construction Program, which emphasizes pavement and bridge improvements and expanding several key highways.

Approved at the board's meeting June 20 in Payson, the \$11.5 billion 2026-2030 Five-Year Transportation Facilities Program is available for review at [azdot.gov/FiveYearProgram](https://azdot.gov/FiveYearProgram). It meets the Arizona Department of Transportation's goal of investing \$2.4 billion in the next five years to preserve, rehabilitate and replace pavement and bridges on the state highway system.

For greater Arizona, which encompasses areas beyond Maricopa and Pima Counties, the construction program emphasizes improving highway pavement and bridge infrastructure. These projects will improve highway safety, efficiency and functionality, including intersection improvements, updates to ports of entry and rest areas, smart technologies and new signals, signs and shoulders.

Greater Arizona expansion projects in the program include:

- Widening I-17 from Sunset Point to SR 69 starting in fiscal year 2028
- Widening the Pinal County portion of State Route 347 between the City of Maricopa and Riggs Road starting in fiscal year 2027
- Widening the Lion Springs section of State Route 260 east of Payson starting in fiscal year 2026
- Widening US 93 north of Wickenburg along the Vista Royale segment starting in fiscal year 2026 and widening US 93 at Big Jim Wash between Wickenburg and Wikieup starting in fiscal year 2027
- Building an interim road connecting a new commercial port of entry facility planned in Douglas with State Route 80 starting in fiscal year 2026



In Pima County, the tentative five-year program lists projects including:

- Widening Interstate 10 from Kino Parkway to Country Club Road, which includes building a new interchange at I-10 and Country Club Road and reconstructing the Kino Parkway interchange, starting this month
- I-10 from Alvernon Way to Valencia Road starting in fiscal year 2028
- Improving the I-10 interchanges at Park Avenue in fiscal year 2028 and Sixth Avenue in fiscal year 2029
- Reconstructing the I-19 interchange at Irvington Road starting in fiscal year 2026

In Maricopa County, the tentative five-year program lists expansion projects planned in conjunction with the Maricopa Association of Governments including:

- Widening Loop 303 from Lake Pleasant Parkway to 51st Avenue in fiscal year 2026 and improving the I-17/Loop 303 interchange starting in fiscal year 2025
- Constructing State Route 30 from 97th Avenue to 71st Avenue starting in fiscal year 2027
- Widening State Route 24 between Loop 202 and Ironwood Road in the Southeast Valley starting in fiscal year 2026

Both the Maricopa and Pima county regions have dedicated, voter-approved sales taxes for transportation that fund expansion projects.

The five-year program includes \$135 million for the Airport Capital Improvement Program, which provides funding in conjunction with the Federal Aviation Administration for projects to design and construct safety, security and capacity enhancements, prepare various plans and studies and fund improvements at the Grand Canyon National Park Airport, which ADOT operates.

Funding for the overall statewide Five-year Construction Program comes from federal and state funds, in addition to money generated by users of transportation services in Arizona, primarily through gasoline and diesel fuel taxes, the Arizona vehicle license tax and various aviation taxes.

ADOT's Five-year Construction Program is developed in collaboration with local governments, regional transportation planning organizations and tribal nations to prioritize projects that are ready to build or design.

## Arterial Life Cycle Program covers 20 years of street development

Implementation of the Maricopa County Proposition 479 (Prop 479) half-cent transportation sales tax set to begin at the start of next year, extending the previous funding from the expiring Proposition 400. The Maricopa Association of Governments (MAG) is working to finalize the next iteration of the Arterial Life Cycle Program (ALCP).

The Prop 479 ALCP is a reimbursement-based program funded entirely by sales tax revenue. Policies for the program were developed by MAG’s ALCP Working Group and approved by the MAG Regional Council in March.

Programming for the ALCP is spread across five phases, covering Prop 479’s 20-year lifespan. The planned schedule for the phases includes:

- Phase I: 2026-2030
- Phase II: 2031-2035
- Phase III: 2036-2040
- Phase IV: 2041-2046
- Phase V: 2047 and beyond

A total of 91 projects have been identified as part of the funded program in Phases I through IV (2026-2045), while an additional 26 projects are in the currently unfunded Phase V (2047-2050).

### Prop 479 ALCP considerations

Estimates for the program were originally generated in the fall of 2020 and reimbursement amounts were originally expressed in 2020 constant dollars in the approved [Regional Strategic Transportation Infrastructure Investment Plan](#).

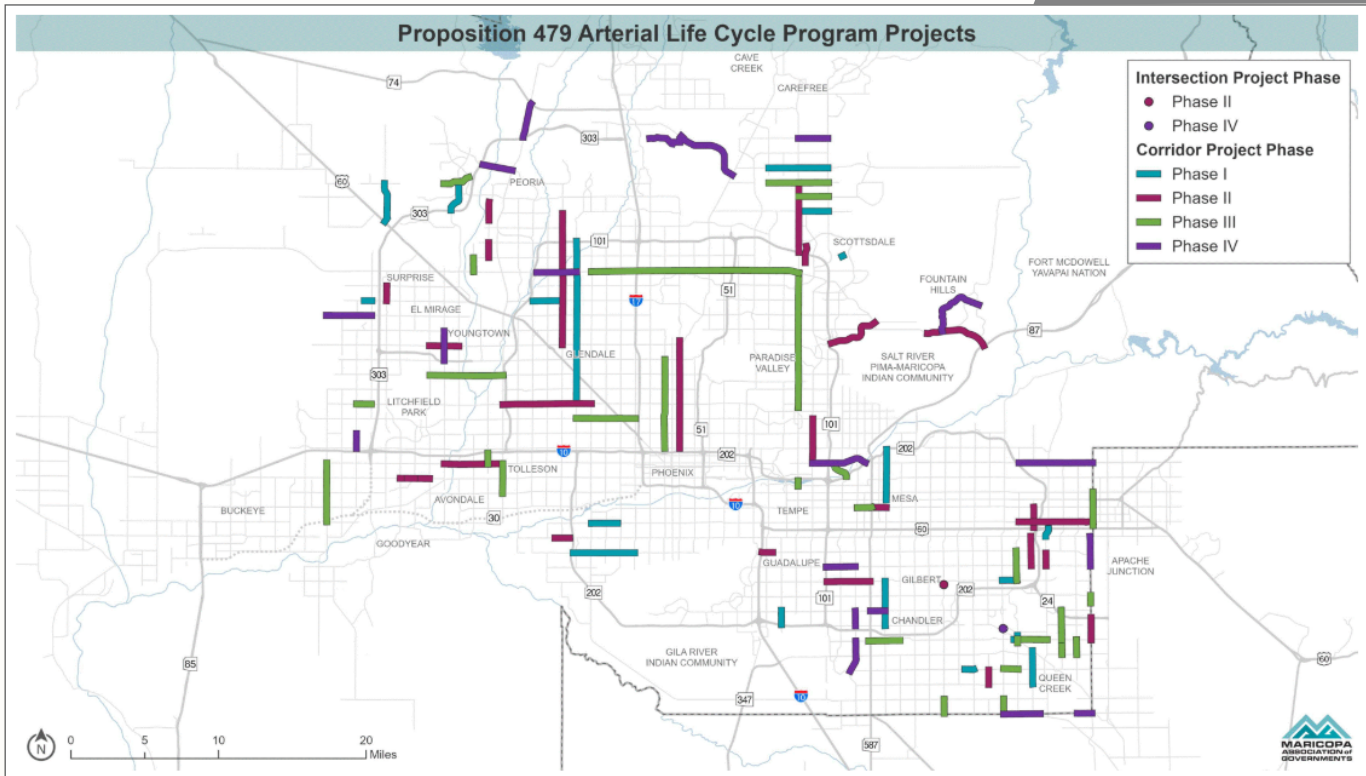
The approved Fiscal Year 2026 Prop 479 ALCP has the reimbursements inflated to be expressed in 2025 constant dollars, according to materials presented to MAG’s Regional Council in May.

The program allows for advancements and deferments. Member agencies can swap projects on a one-for-one basis without committee action using the process established under the policies and procedures.

A separate project change tool has also been established to allow bringing a new project in exchange for an existing one. That process will require committee action and will use evaluative tools to score the project using both qualitative and quantitative criteria.

▶▶▶ 13

Credit: Maricopa Association of Governments



## Arterial Life Cycle Program covers 20 years of street development (Cont'd)

### Program development timeline

In January of this year, MAG initiated efforts to develop the Prop 479 ALCP policies and update the program. This was followed in February by agency meetings to discuss updated project assumptions and develop the project sequencing as presented in the Prop 479 ALCP workbook.

The Regional Council approved the policies and procedures for the program in March.

Throughout March and April, MAG continued coordination with its member agencies for ALCP development and the program advanced through the Association's committees in May and was ultimately approved by the MAG Regional Council in June.

The table below lists a few examples of the ALCP projects programmed as part of the Prop 479 ALCP approved in June 2025. Additional project details can be found [here](#).

Prop 479 is a critical funding source will continue to enable future roadway projects in the MAG planning region for years to come.

Credit: Maricopa Association of Governments

Project	Programmed amount	Original RSTIIP phase	Funding fiscal year	Location
Warner Road: Price Road to Arizona Avenue	\$21,784,000	I	2030	Chandler
Kyrene Road: North of Chandler Boulevard to SR 202	\$11,116,000	I	2030	Chandler
McQueen Road: North of Warner Road to Pecos Road	\$22,631,000	II	2035	Chandler
Van Buren: Dysart to 99th Avenue	\$21,700,000	II	2035	Avondale
Meridian Road: Germann Road to State Route 24	\$16,947,000	II	2035	Queen Creek
Germann Road: West of Arizona Ave. to Cooper Road	\$19,201,000	III	2040	Chandler
Meridian Road: Highway 60-Superstition Boulevard	\$13,993,000	III	2040	Apache Junction
Meridian Road: Ray Road to State Route 24	\$6,258,000	III	2040	Mesa
107th Avenue: Van Buren Street to I-10	\$6,041,000	III	2040	Avondale
Meridian Road: Baseline Road to Elliot Road	\$22,673,000	IV	2046	Mesa
Alma School Road: Germann to Ocotillo	\$11,991,000	IV	2046	Chandler
Elliot Road: Price Road to Alma School Road	\$11,410,000	IV	2046	Chandler
Chandler Boulevard: Arizona Avenue to McQueen Road	\$9,170,000	IV	2046	Chandler
Alma School Road: Pecos Road to Chandler Boulevard	\$4,746,000	IV	2046	Chandler
Thomas Road Bridge at Agua Fria River*	\$29,393,000	V	TBD - Unfunded	Avondale
Ray Road: Alma to McQueen Road	\$15,061,000	V	TBD - Unfunded	Chandler
Warner Road: Arizona Avenue to McQueen Road	\$10,402,000	V	TBD - Unfunded	Chandler



**\*\*ATTENTION TO ALL FIRMS\*\***  
Need help preparing DBE affidavits?  
Please see our tutorial video below:  
[Preparing DBE Affidavits](#)



**JULY**

**24** **ACT AZ: Member 2 Member Lunch and Learn with Dirk Dieters**  
Noon - 1 p.m.  
Location: Virtual

**25** **ASA AZ: 10th Annual Beers and Balls Bowling Tournament**  
6 - 9 p.m.  
Location: Let it Roll Bowl  
8925 N. 12th St., Phoenix

**AUGUST**

**1** **AZ ACI - 2025 Bowling Tournament**  
11:30 a.m. - 2 p.m.  
Location: BOWLMOR Lanes  
9027 E. Via Linda, Scottsdale

**13** **2025 SHADE Conference**  
6:30 a.m. - 4:30 p.m.  
Location: Renaissance Hotel  
9495 W. Coyotes Blvd., Glendale

**13** **SMPS: Clear Communication Starts with the First Minute**  
7:30 - 9:30 a.m.  
Location: Dibble  
3020 E. Camelback Road, Ste. 201,  
Phoenix

**14** **AMCA/ABA/ASA: 2025 GC Expo**  
Noon - 4:30 p.m.  
Location: Mesa Convention Center  
263 N. Center St., Mesa

**Featured Federal-Aid Projects**

**CURRENT OPEN SOLICITATIONS**

Due Date	Project Valuation	DBE Goal	Solicitation / Project Number	Type	Project Owner and Description	Contact
8/1/25 11 a.m. MST	\$850,000	4.2%	999-A-(573)T; F074101C	<u>IFB</u>	ADOT - <b>Improve ADA Ramps, Sidewalks &amp; Driveways, Quartzsite to Wickenburg on Phoenix Highway (US 60)</b> . The work consists of improving ramps, sidewalks and driveways to comply with ADA requirements, curb, curb and gutter, driveway, sidewalk ramp and sidewalk replacement, pavement marking and other related work.	Farhana Jesmin, Engineering Specialist, at fjesmin@azdot.gov.
8/1/25 11 a.m. MST	\$70.1 million	6.26%	093-A-(210)T; F055201C	<u>IFB</u>	ADOT - <b>Pavement Rehabilitation, Hoover Dam to Kingman Hwy (US 93) from Sanctuary Road to the I-40</b> . The work consists of mill and fill of existing asphaltic concrete of roadway mainline, shoulders and milled asphalt concrete treatment at designated paved and unpaved median crossovers, ADA upgrades to current standards, bridge repair comprised of deck overlay and sealant, expansion joint replacement, bridge barrier replacement, removing and replacing guardrail, applying pavement marking, installing ground-in rumble strips and other related work.	Yusuf Kadem, Engineering Specialist, at Ykadem@azdot.gov.
8/8/25 11 a.m. MST	\$1.19 million	8.96%	SLW-0-(207)T; T059101C	<u>IFB</u>	ADOT - <b>System Enhancement Traffic Mgmt and Engineering, SR260 from Pine Oaks to Fawn Brooke Drive, Show Low</b> . The work consists of installing a detached multi-use path for pedestrian access. The work also includes sidewalk installation, retaining wall, ADA ramps and other related work.	Shiva Sunder, Engineering Specialist, at ssunder@zdot.gov.

**External Links:**

- [ADOT Current Advertisements](#)
- [ADOT Engineering Advertisements](#)
- [ADOT Public-Private Partnership Initiatives](#)
- [ADOT Advertised Alternative Delivery Projects](#)
- [Bidding Opportunities Around the State](#)

**DBE SUPPORTIVE SERVICES PROGRAM**

1801 W. Jefferson St., Ste. 101, Phoenix AZ  
602.712.7761  
[DBESupportiveServices@azdot.gov](mailto:DBESupportiveServices@azdot.gov)