

Regional Council Meeting

At or after 12 p.m., Thursday, April 4, 2024

Pima Association of Governments
1 E. Broadway Blvd., Suite 401, Tucson

Public Access to Meeting Audio/Presentations: [YouTube Live Video Link](#)

Notice is hereby given to the public and to the Council's members that the Regional Council of Pima Association of Governments will have a meeting at the above stated time and location. The following is an agenda of the matters to be considered, discussed and acted upon.

The meeting room will be open to the public. Members of the public are invited to attend the meeting via the public access link above. Members of the Council may attend the meeting in-person or remotely. Regional Council members will be provided with a separate link to participate remotely, as needed.

Members of the public may submit written comments relating to this meeting to info@PAGregion.com within one hour of the posted start time for the meeting. These comments will be filed with the meeting's records.

Alternatively, a virtual call-in option subject to technological availability may be available for comments under the Call to the Audience item on the PAG Regional Council meeting agenda. Interested members of the public must email info@PAGregion.com or call (520) 792-1093 at least 24 hours prior to the start of the meeting to confirm your interest in participating in the virtual Call to the Audience.

The Council may vote to go into Executive Session on any agenda item for discussion and consultation for legal advice with its attorney on any matter(s) as set forth on the agenda, pursuant to A.R.S. § 38-431.03(A)(3).

Council Description: *Develop, adopt and/or endorse policies, plans, reports and other submittals related to regional problems and needs that require action on an areawide or regional basis, including air quality, water quality, transportation, land use and human services. Involve local and state governments in a voluntary and cooperative manner to develop regional solutions. Act in its capacity as the federally designated metropolitan planning organization and as the U.S. Environmental Protection Agency-designated lead agency for air, water quality and regional solid waste planning for the greater Tucson region.*

"We encourage and uphold the importance of regional collaboration as the PAG Regional Council addresses regional priorities and pursues regional solutions."

To view the full Regional Collaboration and Unity Pledge, visit PAGregion.com/pledge

AGENDA

1. **Call to Order**
2. **Pledge of Allegiance**
3. **Call to the Audience (Remote Access Option)**

Speakers are limited to a three-minute oral presentation, subject to technological availability, and may submit written comments of any length for the Council's files. The Call to the Audience is limited to 30 minutes. Those wishing to address the Council should follow the instructions above under the Special Notice prior to the meeting to specify the topic to be addressed. Individual Council members may respond to criticism made by those individuals who have addressed the Council and may ask staff to review a matter. However, the Council will not discuss or act on a matter raised during a Call to the Audience that is not already on the agenda.

Prior to making comments, we ask speakers to disclose if they are representing or speaking on behalf of another person or entity.

4. **Approval of the January 25, 2024, Meeting Summary**

The Regional Council will consider corrections and may amend the draft meeting summary prior to approval during the meeting.

Action: The Regional Council will be asked to approve the Jan. 25, 2024, Meeting Summary.

5. **Consent Agenda Items for Information:**

Staff are available to report on any of these items upon request.

- a. **Program Highlights Report**
- b. **Contracts and Agreements Report**

This is an information item.

6. **Household Travel Study and Assessment Contract**

Staff will provide a report on a request for contract or any project-related questions. PAG has solicited contract services to complete the project and has selected a consultant through a qualification review.

Action: The Regional Council will be asked to authorize the executive director to negotiate and execute a contract on PAG's Household Travel Study and Assessment with the amount not to exceed \$1,606,058.

7. Dial-a-Ride and Microtransit Service Area Analysis Contract

Staff will provide the Regional Council with information on the PAG Microtransit Service Area Analysis. PAG has solicited to contract services to complete the project and has selected a consultant on a qualifications and fee-based process.

Action: The Regional Council will be asked to authorize the executive director to execute a contract between PAG and Kimley-Horn to complete the PAG Microtransit Service Area Analysis with the amount not to exceed \$900,000.

8. Orthophoto Feature Extraction Contract to Map Active Transportation Infrastructure

Staff will provide the Regional Council information on this planning effort which has key timing for utilization in the Regional Active Transportation Plan's geographic analysis of needs and assets. Details including a visual example and Scope of Work are provided in the meeting materials.

Action: The Regional Council will be asked to authorize the Executive Director to execute a contract with Ecopia Tech for Orthophoto Feature Extraction with the amount not to exceed \$400,000.

9. Arizona Department of Economic Security – Social Services Block Grant Recommendations

Staff will provide the Regional Council with a report on the recommended funding allocations for the Federal Social Services Block Grant.

Action: The Regional Council will be asked to approve the recommended funding allocations for the Federal Social Services Block Grant (SSBG) to the Arizona Department of Economic Security (DES).

10. FY 2022–FY 2026 PAG Transportation Improvement Program (TIP) Amendment #2022.100

Staff will provide details on TIP Amendment #2022.100 as provided in the meeting materials.

Action: The Regional Council will be asked to approve an amendment to the PAG FY 2022–FY 2026 Transportation Improvement Program, which makes funding adjustments to transit projects.

11. FY 2025–FY 2029 Transportation Improvement (TIP) Development Process Update and Review of the Draft TIP Project List

Staff will be available to provide any updates on the PAG Transportation Improvement Program (TIP) development process and the draft FY 2025–FY 2029 TIP project list.

This is an information item.

12. Regional Mobility and Accessibility Plan (RMAP) Development Update

Staff will provide the Regional Council with an update on the development of the 2055 RMAP, which is PAG's long-range transportation plan.

This is an information item.

13. Carbon Reduction Strategies Update

Staff will provide the Regional Council with an update on the state's Carbon Reduction target and PAG's target development in compliance with recent federal laws and alignment of PAG's adopted strategies with the state's goals and objectives.

This is an information item.

14. Executive Session

The Regional Council will convene in executive (closed) session, pursuant to A.R.S. 38-431.03(A)(1), to discuss the Executive Director's strategic goals.

Following the executive session, the Regional Council may take action to provide direction to the Executive Director.

15. Adjournment

The Regional Council meeting packet containing material related to the meeting is available at: <https://pagregion.com/get-involved/events/> for public review. In compliance with the Americans with Disabilities Act (ADA), those requiring special assistance, such as large typeface print, sign language or other reasonable accommodations, may request those through the administrative offices at: (520) 792-1093, at least two business days before the meeting.

PAG operates its programs without regard to race, color and national origin in compliance with [Title VI](#) of the Civil Rights Act. We invite you to complete our voluntary self-identification survey ([English/Spanish](#)).

If you need translation assistance, please call (520) 792-1093 and ask for Zonia Kelley. Si necesita ayuda con traducción, llame por favor al (520) 792-1093 y comuníquese con Zonia Kelley.

Communication #3794

SUBJECT: Call to the Audience (Remote Access Option)

Meeting	Meeting Date	Agenda Category	Agenda Item #
Regional Council	April 4, 2024	Information	3

Speakers are limited to a three-minute oral presentation, subject to technological availability, and may submit written comments of any length for the Council's files per the instructions, under the Special Notice on the agenda. Call to the Audience is limited to 30 minutes. Those wishing to address the Council should follow the instructions under the Special Notice to confirm interest in participating in the Call to the Audience and share in advance the topic to be addressed. Individual Council Members may respond to criticism made by those individuals who have addressed the Council and may ask staff to review a matter. However, the Council will not discuss or act on a matter raised during a Call to the Audience that is not already on the agenda.

Communication #3795

SUBJECT: Approval of the January 25, 2024, Meeting Summary

Meeting	Meeting Date	Agenda Category	Agenda Item #
Regional Council	April 4, 2024	Action	4

In compliance with the Arizona Open Meeting Law (A.R.S. 38-431.01.B.), PAG must provide a recording of the meetings to the public or a written meeting summary. PAG is a private entity and by policy follows the open meeting laws. Meeting recordings serve as the official summary for Pima Association of Governments' Regional Council meetings.

For meeting packets, PAG provides a general description (vs. verbatim) (A.R.S. 38-431.01. B.3.) of the matters considered at the previous meeting including the action items that were approved by the Regional Council at the previous meeting.

Based on past consensus of the Regional Council, the draft meeting summary in the packet is intended to be a general summary and does not serve as the official record of the meeting.

For the April 4, 2024, meeting, Regional Council members are asked to please review the Jan. 25, 2024, meeting summary in this meeting packet and submit written suggestions to staff (jontiveros@PAGregion.com) to request amendments 24 hours prior to the April 4th meeting.

During the April 4, 2024, meeting, the Regional Council may consider suggestions and may amend the draft summary prior to approval.

Regional Council Meeting Summary

Meeting Summary of Thursday, January 25, 2024

Full Video Recording (YouTube): [Live Video Link \(YouTube\)](#)

"We encourage and uphold the importance of regional collaboration as the RTA Board addresses regional priorities and pursues regional solutions."

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Regional Council Members Present: Mayor Ed Honea
Chairman Peter Yucupicio
Mr. Ted Maxwell
Mayor Tom Murphy
Supervisor Rex Scott
Mayor Paul Diaz
Mayor Joe Winfield
Mayor Regina Romero

Regional Council Members Absent: Chairman Verlon Jose

Staff Lead: Farhad Moghimi, Executive Director
Secretary

The following is an audio-to-text transcription of the **Regional Council Meeting held on Thursday January 25, 2024**, and is being used as the written summary of the discussion. Minor changes were made to the transcription to include grammar or formatting for clarity, YouTube links/time stamps, spelling corrections and the addition of the agenda number or items based on the posted agenda.

Please note that audio technical difficulties were experienced throughout this meeting. Time stamps are provided for each occurrence.

AGENDA

1. Call to Order (12:10 p.m.)

[Item #1 Video Link](#)

Chairman Yucupicio: Let's call to order. Roll call.

Jacki Ontiveros: Mayor Ed Honea: here; Mayor Tom Murphy: here; General Ted Maxwell: here; Mayor Joe Winfield: here; Supervisor Rex Scott: here; Chairman Peter Yucupicio: here; Mayor Regina Romero: here; and Mayor Paul Diaz: here.

2. Pledge of Allegiance

[Item #2 Video Link](#)

All: I pledge allegiance to the flag of the United States of America and to the Republic for which it stands, one nation under God, indivisible, with liberty and justice for all.

3. Election of Officers

[Item #3 Video Link](#)

Farhad Moghimi: Mr. Chair, Members of the Council, the slate of officers are in your packet and on the slideshow here and requires an action by the Council.

- **Chair:** Supervisor Rex Scott
- **Vice Chair:** Mayor Paul Diaz
- **Treasurer:** Mayor Ed Honea

Mayor Murphy: So moved.

Mayor Honea: Second.

Chairman Yucupicio: All in favor?

All: Aye.

Chairman Yucupicio: Any opposed? Item unanimously passed.

Supervisor Scott and Mr. Moghimi presented Chairman Yucupicio with an appreciation gift for his leadership as Regional Council Chair for 2023.

Farhad Moghimi: Appreciate your service. Any comments as the incoming chair?

Supervisor Scott: My comments will be that I will try to live up to the standard and model that Chairman Yucupicio has set, and I'm sure all of you will hold me accountable. I would say, that as someone who was a teacher and the principal for close to 30 years, I do have classroom management skills, so let's not test them.

Call to the Audience. Mr. Brown.

4. Call to the Audience (Remote Access Option)

[Item #4 Video Link](#)

Jamie Brown: Mr. Chairman we have no speakers for this item.

Supervisor Scott: We'll then move to item #5, Approval of the Dec. 7, 2023, Meeting Summary and Executive Session Minutes.

5. **Approval of the Dec. 7, 2023, Meeting Summary and Executive Session Minutes**

[Item #5 Video Link](#)

Mayor Winfield: So moved.

Mayor Murphy: Second.

Supervisor Scott: Any discussions or revisions? All in favor, say aye.

All: Aye.

Supervisor Scott: Any opposed? Item passes unanimously.

6. **Consent Agenda Items for Information:**

[Item #6 Video Link](#)

Supervisor Scott: Consent agenda items for information are Program Highlights Report and Contracts and Agreements Report.

Farhad Moghimi: Mr. Chair, Members of the Council, that is for your information in your packet, if you have any questions, we'll be happy to answer your questions.

Mayor Winfield: Chair?

Supervisor Scott: Mayor Winfield.

Mayor Winfield: Thank you. Mr. Moghimi, staff has asked for the contracts and agreements report, if there could just be a brief description of the contracts.

Farhad Moghimi: Of course.

Mayor Winfield: Just a sentence or two, not asking for a lot but just to give some sense.

Farhad Moghimi: Sure, be happy to.

Supervisor Scott: Anything else under item number six? Move then to item number 7, PAG Regional Active Transportation Plan Contract. We have a presentation from Hannah Oden.

7. **PAG Regional Active Transportation Plan Contract**

[Item #7 Video Link](#)

Farhad Moghimi: Yes, Mr. Chair, Hannah is going to give you an update on this contract. Again, the information is in your packet. We're asking for authorization to proceed and enter into a contract to be able to obtain the information that is needed for the long range transportation plan so Hannah, please if you have anything to add, and we're here to answer any questions you may have.

Hannah Oden: Thank you, Mr. Chair, Members of the Council. So, this plan does serve to provide an update to the PAG Regional Bicycle Plan, which was approved in 2009 and the PAG Regional Pedestrian Plan, which was approved in 2014. The OWP includes a Regional Active Transportation Plan to be completed during fiscal year 2024 to 2025 under Element 40, Transportation Activities and the plan will be data-driven and is key to enhancing the RMAP's mobility and accessibility options that will help reduce the region's efforts in reducing carbon emissions and improving air quality. There are key elements that were included in the packet as well as the full scope, fee schedule, project schedule, and the contract was

included in your packets as well. Brent Crowther, who is the senior associate with Kimley-Horn, is attending virtually as well and I'm happy to answer any questions.

Supervisor Scott: Mayor Winfield.

Mayor Winfield: Could Mr. Crowther just speak to their expertise in this area, the previous experience?

Brent Crowther: Hello, Mayor Winfield, how are you?

Mayor Winfield: Good.

Brent Crowther: Kimley-Horn and Associates is a national consulting firm with offices in nearly 100 locations across the country. We have a team prepared for this particular contract comprised of staff from our Tucson office, our main Mesa office and then I am supporting from our Salt Lake City office. I spent many years in the Tucson market and moved to Salt Lake City about three years ago, where my focus was on active transportation safety planning, multimodal planning, etc. We have a strong team supporting us with an equivalent experienced sub-consultant on this team for planning and design. They are also a national firm with specialized expertise and active transportation, bicycle, pedestrian planning.

Mayor Winfield: Thank you, Mr. Crowther.

[\[NO AUDIO DUE TO TECHNICAL DIFFICULTIES 8:00 - 8:46 \]](#)

Supervisor Scott: Mr. Moghimi, what's the process that you're going to follow to identify and invite members?

Farhad Moghimi: Mr. Chair, Members of the Council. Typically, we start with our Transportation Planning Committee members. We asked them to either participate or assign an alternate.

Supervisor Scott: So TPC members are called and if they can't [\[INAUDIBLE 9:08 \]](#).

Farhad Moghimi: Correct.

Supervisor Scott: Any other questions from the Council members? Thank you. We're authorizing the Executive Director to execute a contract.

Mayor Murphy: So moved.

Mayor Winfield: Second.

Supervisor Scott: Thank you. All in favor say aye.

All: Aye

Supervisor Scott: Any opposed? Motion carries. Move on to item number 8, Dynamic Traffic Assignment Model Contract. Mr. Moghimi.

8. **Dynamic Traffic Assignment Model Contract**

[Item #8 Video Link](#)

Farhad Moghimi: Mr. Chair, Members of the Council, this item again is approval of a contract with a modeling software development organization, and Dr. Noh can tell you a lot more about the details of what the information used for modeling purposes, but then again, this is in support of all our planning activities and

enhancing our traffic demand modeling process. So, we're both here to answer any questions you may have.

Supervisor Scott: Any questions from Council Members? If not, then we would —

[\[COMMENTS MADE AT 10:49 ARE INAUDIBLE \]](#)

Farhad Moghimi: Yes it is, it is.

[\[COMMENTS MADE AT 10:55 ARE INAUDIBLE \]](#)

Farhad Moghimi: And we followed that in the memo as well. So, our procurement policy and the state law allows us to consider staying with the same vendor if that vendor has proprietary information and in this case it is and it would be just impractical to even try to find someone else because all the information they've already developed would not transfer to anybody else. So, the state law and our procurement policy allows that.

[\[COMMENTS MADE AT 11:30 ARE INAUDIBLE \]](#)

Farhad Moghimi: It's a negotiated fee and yes Dr. Noh has been working with them to make sure that they are competitive rates.

Hyunsoo Noh: This work is actually just a little different contract and based on just our development and the base model is based on our OWP and the 2021 update. We actually just procured the software through the vendor and then we develop the basic model then just that's actually different because this is now using them as consultants [\[INAUDIBLE \]](#).

Mayor Romero: What funds are being used for this contract?

Farhad Moghimi: This is from the federal funds in the OWP, which is the carbon reduction program funds that would allow us to enhance our modeling process.

Mayor Romero: What funds were being used for the previous item.

Farhad Moghimi: Same thing.

[NO AUDIO DUE TO TECHNICAL DIFFICULTIES 13:02 - 14:09 \]](#)

Mayor Murphy: When the OWP was approved by the Regional Council.

Farhad Moghimi: It was the May of 2023 meeting.

Mayor Romero: [\[INAUDIBLE 14:08 \]](#). Which committees are giving input on getting these planning documents done, so still lots of questions.

Supervisor Scott: Mayor Romero, when we get to item number 14, there are some comments and questions that I have related to committee responsibilities that I think will be aligned with some of your concerns. Any other comments or questions from Council Members on this item?

General Maxwell: Mr. Chair, just one more. Mayor Romero's comment triggered it, so this time we're using carbon reduction funds, what did we use the last time we entered the contract for this modeling?

Farhad Moghimi: Federal funds as well, but again as Dr. Noh mentioned initially, it was the software itself developing the software initially, and now this is a consulting services and actually modeling and supporting our team.

General Maxwell: Thank you.

Supervisor Scott: Mr. Moghimi, in talking with the County team, I wanted to draw your attention to page 104 in our packets: Task 6, DTA Model Application Guidance. We have a great interest in the before and after analysis and our understanding is we wouldn't necessarily have access to the tool that will produce those analysis until the spring of 25. Is that correct?

Farhad Moghimi: That's my understanding.

Mayor Winfield: I move to approve.

Mayor Murphy: Second.

Supervisor Scott: Anything else? All right, moved and seconded. All in favor say aye.

7 of 8 Members: Aye

Supervisor Scott: Any opposed?

Mayor Romero: No

Supervisor Scott: Item passes 7-1 with Mayor Romero opposing. We're going to move on to item number 9, Arizona Department of Transportation Safety Performance Projections for 2024. Mr. Moghimi.

9. Arizona Department of Transportation (ADOT) Safety Performance Projections for 2024

[Item #9 Video Link](#)

Farhad Moghimi: Mr. Chair, Members of the Council, this item, as you recall, is an annual requirement for us to review and provide our input into the performance

target measures for the safety projections that ADOT develops, and David Mitchell is here to give you an overview on this.

David Mitchell: Good morning and thank you, Mr. Chair, Members of the council. You hear me, OK? Good morning, my name is David Mitchell, Senior Transportation Planner. This morning, I bring an action item to you, these are the ADOT 2024 safety performance projections, this is for the calendar year 2024. The program is a federal program originating in the FAST ACT and it is a federal transportation performance measure program. ADOT is the main participant in it and MPO's participate by either supporting or adopting their own projections. We've been supporting this program since 2018 and since its inception, we've adopted ADOT's projections. The way that we support them is we track the measures for the PAG region, and we report out in our TIP, in our long-range plan. On screen are the five measures that are on the table. The right-hand column is the specific performance measure. Those are five-year averages based on annual totals and projections. At the moment, they are using two years of real data and then projecting it out. At the time of the adoption, they only had values through 2021, so the values for '22 through '24 were projected, and then those five years of data were used to project out for the five-year average and those are the measures that the state has adopted and PAG staff is bringing forward for us to, for PAG to also support and adopt. First, a topic of discussion is to remember that these are fulfilling FAST ACT requirements and they're not related to our long-range plan. We have a whole package of performance measures, goals, strategies and performance targets designed to help inform our decision making and our product selection and ultimately the performance of our roadways and we do that through our RMAP performance measures package. This particular item is separate from that. These are forecasts in nature using historical data to identify the trends for public roads. And we'll look into each of the data sets so you can understand the trends. The way to read these five graphs are the red bar graphs are the actual data sets that we have. The yellow bar graphs are the forecasts of the years. The green line is the rolling five-year average, and you can see the

trend is disturbingly increasing at a pretty quick pace. The next graph that I'm going to show you, before I move on these are again statewide totals, these are not just in in our region. The rate of fatalities, which is based on VMT, 100 million miles traveled. We are also seeing the same type of increase. The type of increase that's displayed shows that we are driving more, and we are seeing a higher rate of fatalities on our roadways. A similar measure is tracked for serious injuries. This is the total number. We have historically seen a steady downward trend. In the last decade we've seen that kind of level out. Serious injuries are ones that would put someone in the hospital for a significant amount of time or have life altering consequences and the rates are also determined by VMT, we've seen similar trends to that again, kind of a leveling out in the recent years, or at least projection wise, we've seen a slowing in the rate of decrease. The 5th and final measure is for our vulnerable users. Those include pedestrians, cyclists, emergency response staff and construction workers that are outside their vehicles. We are seeing a disturbing trend. These are also increasing forecasts. These, again, are statewide totals. Those five measures the state has adopted, and we as a staff recommend adoption as well. We've taken it through the committees, the transportation Systems and Safety, Transportation Planning Committee Management Committee. There has been discussion on it, especially since it's a matter of safety. There is the priority that safety is a concern and needed priority for our region to address. This does not step us aside from any of that direction. It is simply to help support ADOT in their initiatives and to fulfill our federal requirement. And with that Mr. Chair, I'll turn it back over to you for discussion and questions.

Supervisor Scott: Thank you very much. Any questions or comments?

Mayor Murphy: I was just curious, has ADOT, do you think, ever modeled because if you see trends going upwards but our population is also going upwards so I'd be curious if we could even do that, but is it sort of per capita that would be correct term, but as you know, population increases and then it's a stable incline,

you know that might be something. The other part was on the serious injuries as cars have got the safer as changing lane indicators have gotten better, more airbags, you know those types. I just was curious if ADOT has ever layered any of those other comparisons to see if that helps on those trendlines at all.

David Mitchell: Thank you for the question. Yes, ADOT has recently adopted a vulnerable user safety action plan. We are following closely to see what that describes, but it's a report on current conditions and then some strategies to correct the undesirable state. The way that some of the crash data can be viewed is it can be done many ways outside of this performance measure package. For example, we can look at it against population increases. VMT does represent some of that because as the population increases, we see more vehicle miles traveling on the roads, and that is where the population is represented. Is not a per capita type of statistic that we do have the ability to run those type of metrics if there's interest. So, if you ever have that you can provide that information. And you are correct, there are many reasons why we see a decline in serious injuries. Part of it is vehicles are designed to be safer or if you're using the devices and stay inside the vehicle, if you obey the speeds. The unfortunate incident that's maybe driving some of the occurrences in the wrong direction could be many. We have lots of information that we are at the rate to provide for you if it's requested.

Mayor Murphy: Thanks, just curious.

Supervisor Scott: Thank you, any others?

Mayor Winfield: I move to approve.

Mayor Murphy: I'll second that.

Supervisor Scott: Thank you very much. All in favor say aye.

All: Aye

Supervisor Scott: Any opposed? Motion carries unanimously. We're on to item number 10, Transportation Improvement Program Amendment #2022.090. Mr. Moghimi.

10. FY 2022-FY 2026 PAG Transportation Improvement Program (TIP) Amendment #2022.090

[Item #10 Video Link](#)

Farhad Moghimi: Thank you Chair, Members of the Council. As indicated, we had a request from ADOT to process this TIP amendment, and Jamie Brown can get into more specifics on that. I really want to compliment ADOT staff, they've been working really hard to put together the financial plan for delivering the Kino and Country Club TI projects on I-10 and we're going to continue to be responsive and flexible and make adjustments as needed. This is a major project for the region, and we hope that you will support this amendment.

Jamie Brown: Thank you, Mr. Moghimi. Mr. Chair, Members of the Regional Council, good afternoon and thank you for the opportunity to introduce this action item. As reflected in the meeting material packet, ADOT has requested a formal TIP amendment to make funding adjustments to two major projects. The funds proposed for adjustment are ADOT funds known as ASTBG, or ASTP and the TIP that are programmed ADOT projects in the PAG planning area. The proposed TIP amendment reprograms \$3,335,000 of fiscal year 2024 ASTP funding from the I-19, Irvington Rd. traffic interchange project to the I-10 Country Club Rd and Kino interchanges project. As indicated in ADOT's request letter, this programming change ensures that the full FY 2024 PAG region ASTP allocation obligates in the year of apportionment. It also maintains the total amount program for the Country Club and Kino TI project. Given that this TIP amendment affects funding in the

current fiscal year, ADOT requested that it be considered by the Regional Council at the earliest possible opportunity. Thus, this TIP amendment is following an expedited approval process according to the TIP policies and procedures, and it was recommended for approval at last week's Management Committee meeting. As mentioned previously, these are ADOT funds for programming on ADOT projects. That concludes my introduction. Thank you, Mr. Chair, Members of the Regional Council, I'm happy to take questions, and Mr. Rod Lane, ADOT South Central District Engineer, is also here to help address questions.

Mayor Romero: Move the item.

Mayor Winfield: Second.

Supervisor Scott: Thank you. Moved and seconded. All in favor say aye.

All: Aye.

Supervisor Scott: Any opposed? Carried unanimously. We're on to item number 11, Fiscal Years 2025-2029 PAG Transportation Improvement Program Development Progress Update and Review of any Available Draft Project Lists. Mr. Moghimi.

11. FY 2025 – FY 2029 PAG Transportation Improvement Program (TIP) Development Progress Update and Review of any Available Draft Project Lists

[Item #11 Video Link](#)

Farhad Moghimi: Mr. Chair, Members of the Council, this item again is an ongoing effort and Jamie can give you an overview of what's been accomplished to date and what we hope to do. As you recall, last year Regional Council authorized extension of our normal TIP development process, so we'd like to

provide an update to you today and look forward to coming back to you in the following meetings to hopefully adopt our TIP no later than this coming May.

Jamie Brown: Thank you, Mr. Chair, Members of the Council, appreciate the opportunity to provide you with this brief update on the TIP development process, and thank you for that introduction, Mr. Moghimi. So, one of the things I want to start with is to talk about some of the principles for TIP development. And as we've discussed, going back to March and prior to that, the sunset of the current RTA plan and related funding considerations for RTA Next affect this development cycle. Thus, we've developed these principles for TIP development that we've been sharing with our committees, including the Transportation Planning Committee, as well as the Management Committee so, I'm going to walk through these briefly. In terms of project cost estimates, estimates or project costs are intended solely for programming purposes. The cutoff date for updating cost estimates was the Oct. 31 TIP Subcommittee meeting, making them a static snapshot that cannot be continuously updated. In terms of revenue estimates, similar to cost estimates, revenue estimates are also a one-time snapshot and must remain constant financial constraint analysis review. Fiscal year 2024 will not be included in the new TIP, so any proposed TIP amendment for the exchange of funds must be addressed separately through the official TIP amendment process. Fiscal year 2025 programming, as long as fiscal year 2025 is reasonably programmed for anticipated construction projects, fiscal years '25 through '29 TIP document fulfills its intended purpose. Fiscal year 2025 RTA budget ensures that projects ready for construction have supplemental funding for eligible RTA expenses. It is prudent that this flexibility is retained for project delivery. IGAs and our TIP amendments may be used to make adjustments after the TIP document is adopted. Priority for project starts requiring initiation prior to July 1, 2026, will be prioritized to ensure compliance with RTA regulations. These projects are shown in the RTA roadway on that worksheet with cells highlighted in green under the project name and that was included in the packet. One more slide on this, so updates for fiscal years '26 through '29, due to the expiration and our potential

renewal of RTA revenues, will need to be updated at a later time. Preferred scope change projects, projects with deferred scope changes rely on RTA Next funding and go to approval, while Pima County's First Avenue Orange Grove Road to Ina Rd. project use federal funds, it is still considered a scope change deferred project and requires voter approval before proceeding with the changed scope. Hence, the start time prior to July 1, 2026, is not required. RTA Next contingency, if RTA Next does not pass, the RTA Board's fiscal year 2026 budget will be utilized to amend the TIP as needed. So these are principles, again, we've shared with our Transportation Planning Committee as well as the Management Committee, hopefully understand why this unique situation with the sense that the current RTA plan affects this development cycle. So, in terms of the schedule for the TIP development process, as Mr. Moghimi said, looking at the very bottom of this slide, May of 2024 is when we're going to be requesting approval of the FY '25 and FY '29 TIP. So, in terms of where we are now, we're kind of in the middle of that list at the December 23 through January 2024 preliminary committee review of the draft project list, so we've included the project list in the packet. We are assembling those to put them into one uniformed format for the Transportation Planning Committee's review at the next meeting in February, and we'll bring that list forward as well to the Management Committee, Regional Council in March. We'd also like to share the draft project list and information about the TIP with the public in March through the open house process. We'll be finalizing the full draft document in April and commencing a 30-day public comment period. And in May, we will bring forward the final draft TIP to the Management Committee and the Regional Council, and we will convene the public hearing at that time. And finally, in terms of a draft project list, just to give you a better sense of what I mean. You can see on the right screen captures of the various project lists. They look different because they are different. They come in different formats from different committees and again, we will assemble those into one unified list for review in the coming months. And with that, Mr. Chair, Members of the Regional Council, I appreciate your time. Happy to take questions.

Supervisor Scott: Questions for Mr. Brown? Mayor Murphy.

Mayor Murphy: One of the backup materials was a pie chart that talked about the different percentages. Is that up to date, up through the 18 years that we've been in this process or towards completion? I saw, well, I had heard one of the Council members from the City on the radio the other day talking about, you know, fair share and I noticed that it was 73%, which has gone to the City. But I was trying to figure out, is that year to date or through the potential, the next RTA?

Jamie Brown: Thank you, Mayor Murphy, Members of the Regional Council. That pie chart does reflect funding from 2007 all the way through the projection of 2029 through the draft programming process. I'd like to turn it over to Mr. Towe to add to that, he's the one who created this pie chart.

James Towe: Thank you, Mr. Chair. The expenditures are through —

Supervisor Scott: Pardon me, can you hold the microphone closer to your mouth?

James Towe: Sorry, yes. The expenditures are through Dec. 20, 2023, so yes, they are current.

Mayor Murphy: Thank you.

General Maxwell: So let me, can I ask? Thank you. So that's not exactly what Jamie said. So, the chart itself, so this pie chart that's only showing the expenditures thus far? Or is this also including the forecasts all the way through?

James Towe: This includes, the expenditures up to date, but it also includes the projection information that was agreed upon at TIP Subcommittee on December 20th. So yes, it's two pieces.

General Maxwell: Thank you, appreciate that.

Supervisor Scott: Thank you. Any other questions, comments from Council Members? All right, that was an information item. Thank you, gentlemen. Going to move on to item number 12, Regional Mobility and Accessibility Plan Development Update. Mr. Moghimi.

12. Regional Mobility and Accessibility Plan (RMAP) Development Update

[Item #12 Video Link](#)

Mr. Chair, Members of the Council, again this item, we hope to bring it to you on regular basis just to keep you informed of the development of the long-range plan and Jeanette DeRenne will give you an update.

Jeanette DeRenne: Chair, Members of the Regional Council, I'm Jeanette DeRenne, Transportation Planning Director here at PAG. If you can't hear me, I'll put the microphone closer. But I am pretty loud, my 13-year-old would agree. Once again, 2055 Regional Mobility and Accessibility Plan. This is our long-range Plan, 30-year planning horizon, updated every four years. We come before this group and say that again, but we are going to continue to bring regular updates to this group and offer an opportunity for questions. Right now, we're working through many of the required components of the plan. Of course, always looking at the fiscally constrained and looking at our revenues and expenditures and the cost of doing projects. So right now, we're looking at about \$16.2 billion for the fiscally constrained project list. So, we're working with the committees to take all of the projects which are not fiscally constrained at the moment and working to get that list down to \$16.2 billion to meet that reasonable expectation of funding and projects for the Community. We'll continue to be refining that project list. We've been working with the RMAP Subcommittee, it's a working group that is, it started

with our TPC and our TPC members have offered, generously offered their staff to come and participate on that committee as well they've been very, very helpful to the process and we really appreciate everybody's contributions. We have held discussions with that working group in November and then most recently on Jan. 16. We also plan on having another meeting of that group next month, probably around the same time as the TPC meeting. Our current discussions have been focusing around evaluating our performance measures and providing guidance on the targets and discussing that project list. Like I said, the list is not quite fiscally constrained, so we're going to be bringing data and information to that working group and to the TPC to help make some of those decisions. And we will of course, be bringing all of our information through the TPC and then to subsequent committees as we move forward. Staff has provided some recommendations to the working group to recategorize programs and to reflect the priorities of the region, and we want to make sure that the project list is realistic and reflects the goals and initiatives of all our agencies. Once the RTA project list is adopted by the RTA Board, that information will be incorporated into the long-range plan as well. Like I said, the next step will be to continue to align the project list with the fiscal constraints and move that into the modeling phases of the project. So that's what Hyunsoo and his team will be doing. We're going to continue to update our performance data and make sure that is accessible and up-to-date so that as we move forward with project selection, all that information is current and accessible to everybody. All recommendations from that working group. Of course we'll go to TPC, and we will continue to work with them as well as our other committees such as Pop Tech as we move forward through the modeling. We have presented some of our base year data to TPC or to that RMAP working group. That will be the foundation of our land use model and of course our activity-based model and that way, they've been introduced to the demographics and land use patterns that will help go into some of that decision making. As always, we're going to continue to coordinate with the RTA Next effort and with Rick and his team as we move forward with those decisions and making sure that the RMAP does fold in some of the project list of course and then some of the initiatives that are coming through

RTA Next. As always, once again, I do really appreciate all the work and the responsiveness and contributions of the jurisdictions and your staff, who have been very, very helpful coming to our meetings and being productive and contributing to our efforts. So, with that, that's all I have. If you have any questions, I'm happy to answer them.

Supervisor Scott: Questions? All right. As with the previous item, that was an information item. And so is the next one, item number 13, Regional Transportation Revenues update.

13. **Regional Transportation Revenues Update**

[Item #13 Video Link](#)

Farhad Moghimi: Mr. Chair, Members of the Council, so I hope you see a pattern here. So these are all essentially pieces of the puzzle that ultimately builds up our long-range plan, so obviously, monitoring our revenue, both actuals and projections, they all are finally developed into our long-range plan, so everything we've talked about so far feeds into the long-range plan. So again, this is for information, the information is in your packet, and Mr. Towe if you'd like to add anything to that please do.

James Towe: Mr. Chair, Members of the Regional Council, thanks for having me. If you'll turn to the revenues report in your meeting packet, I'll go ahead and begin with Table 3 and Figure 1. Through October, there was \$59.5 million in HURF and BLT collected across the region. Of that \$59.5 million, PAG collected about \$12.4 million, or about 21% of that regional funding. The remainder was distributed directly to our jurisdictional partners. Regional HURF revenues were almost a 5% increase year over year over the five-year average we stand at about 9%. Table 4 shows 12.6% in detail. So far, we have collected \$10.1 million, which is 15.3% more than the ADOT official forecast and about 9.4% stronger than last year.

Table 5 shows HURF 2.6% with stronger than expected collections totaling \$2.2 million year to date which is 13% stronger than last year. And with Table 6 currently PAG, has just over \$79.6 million in an interest bearing account, most of these dollars are spoken for. And table 7, we look at the City and Town HURF distributions year to date, Table 8 shows the HURF 12.6 and 2.6 we've already seen. Additionally, we have Pima County HURF and Pima County vehicle license tax, the portion set aside for transportation use only. And Table 9 has the previous five years and lets you see how much HURF your City or Town received. Table 10 shows us gallons of gas sold in Pima County through various fiscal years. We normally like to see about 13%, and we are currently just under 13% for the current fiscal year. And in table 11 about \$50.6 million has been collected in TPT this year, trending for more than 5% gain over the adopted budget. That also mimics the percent rise over last year's actuals, also over 5%. Mr. Chair, that concludes my update.

Supervisor Scott: Thank you. Any questions?

Farhad Moghimi: If I may add.

Supervisor Scott: Please.

Farhad Moghimi: Mr. Chair, Members of the Council, so that HURF collection information obviously is important, we're monitoring that. Mostly there were predictions that it's going to flatten out and start going back down, so just want to give you kind of a heads up on discussion that's ongoing at the state level, and the projections may end up being less optimistic moving forward for various reasons. We just want to make sure that might be a topic of discussion at a later time.

Mayor Murphy: Mr. Chair.

Supervisor Scott: Mayor Murphy.

Mayor Murphy: Have there been any conversations early on in the legislative session about sweeping again or applying any of that money? I know —

Farhad Moghimi: Thank you. I wasn't going to go there, but unfortunately, we're watching it carefully. Unfortunately, because of the deficit, as you recall, that was one of the tools for the state to balance their deficit. So, I don't know for sure, but you hit it right on, that may be an issue.

General Maxwell: Mr. Chair, Mayor Murphy. Just to kind of expand that we've, at the State Transportation Board level, we're not aware of any discussions yet of going back after the HURF. The last HURF sweeps, I think the uproar was pretty loud and clear from all the municipalities and state. And so, I won't tell you that they won't. What we are hearing, though, is there were a lot of funds, in the member delegated funds, that they were able to give out as part of the last budget negotiation, a lot of those funds were provided to municipalities. Some of those funds have already been put in the municipalities' bank accounts. So, if they've got those, they may be safe, but not all of them have. The Speaker of the House spoke quite heavily about those funds being pulled back, so that is probably the bigger concern right now and transportation infrastructure. What I can tell you is the \$95 million grant that we got, just from the under the IJJA or the bill, the bipartisan infrastructure law, in the last couple of days for I-10, we've been guaranteed by the Legislature that they will not go after either one of the buckets of I-10 money they approved, and at the last transportation board, we actually approved the project funding and awarded the contract for the Gila River bridge to three lanes, so that's moving forward. But I do think it's an important concept that we have to keep our eyes on the HURF money because that is shown as an easy fix before when we've gone through tough, tough times economically in the state, so I appreciate the question.

Mayor Murphy: Because I know even at the local level the quicker you can design it, award it, whatever it might be, the less opportunity there is to be brought back, so anything we can do collectively I think that's what, we make sure it's allocated.

Supervisor Scott: Thank you, gentlemen, Mayor Honea.

Mayor Honea: As part of that discussion, the last I heard, and even though I think the Governor was talking about it, is if they have to cover the shortfall, they were going to do it equally between all state departments. So, if they do something like that, it would be a lesser hit for ADOT. You know, I mean, you might take a hit, but it might not be trying to balance the whole budget. There's still optimism.

Supervisor Scott: Other questions or comments from Council Members? Thank you. We're going to move on to another information item, item number 14. Carbon Reduction Strategies Update. Mr. Moghimi.

14. Carbon Reduction Strategies Update

[Item #14 Video Link](#)

Farhad Moghimi: Mr. Chair, Members of the Council, Dustin's going to give you an update on the status of our initiatives, and we put it on a timeline format. So hopefully it's more informative. The information is already in your packet in a memo format, but we felt that the timeline might be a little bit more helpful to provide what has been done to date and what needs to be done moving forward. Dustin.

Dustin Fitzpatrick: Thank you. Good afternoon, Mr. Chair. Members of the Council. I'm Dustin Fitzpatrick, Air Quality Manager, providing you an update on the summary of the carbon reduction strategies timeline. So, your packet contains the memos provided previously on this topic, so I'll step through the strategies.

Back in April, ADOT and PAG consulted on the carbon reduction strategies for development into the draft OWP. PAG had requested member comments at that time and the Regional Council adopted the OWP with those carbon reduction strategies after the comment period in May. Last October, ADOT released the draft of their carbon reduction strategies and requested comments. We submitted our comments and requested comments from PAG members. In November, ADOT finalized the statewide carbon reduction strategy incorporating PAG's comments, so we continue to move forward with the projects identified in the adopted OWP such as the Regional Active Transportation Plan and dynamic traffic assignment model that were approved today. Moving on, this is a timeline of greenhouse gas performance measure. This is a new rule issued by FHWA last December. This establishes declining targets for CO₂ emissions on the national highway system. February 1 is the deadline for ADOT to submit its four-year target to FHWA. I attended a presentation last week by ADOT staff proposing a -0.1% reduction target initially and that was based on the trending historic population for the state growth and the gasoline and diesel usage. So next March through June, this will be sent to committees to review PAG's greenhouse gas performance measure target that'll go through TPC, EPAC and Management Committees to conduct the technical review of the target, along with the metric calculation methods that are available for MPOs and then make a recommendation to this body by the end of July, Regional Council will need to approve that metric calculation method and the four-year target submittal to ADOT. Then, in February 2026, we'll submit our second four-year target to ADOT. This rule is introduced mid performance period so really this initial one is a two-year target, the baseline year is 2022. That concludes my update. Happy to take questions.

Supervisor Scott: Mayor Murphy.

Mayor Murphy: Can you go back to the last slide? It had the blue on the bottom. I can't believe it was already back in May when we approved it, it felt like yesterday but the one before that, April, May, when it said PAG requested member

comments. Is that the public at large and the municipalities and if so, did we, did you get a lot of comments back from any of the municipalities?

Dustin Fitzpatrick: We had one comment. Mr. Moghimi can speak to that.

Farhad Moghimi: I'll be happy too. Thank you, Mr. Chair, Members of the Council. So as part of every meeting, obviously the public has an opportunity to submit comments on anything that we have on the agenda. In addition to that, we requested comments from all the Management Committee representatives to provide comments and ultimately, Regional Council approval in May. Again, that's an agenda item that the public has an opportunity to provide comments. So multiple meetings on the agenda as discussed and the written comment period with only one entity that provided the formal comment in writing, but it was discussed with four different committees. Thanks.

Supervisor Scott: Mayor Romero.

Mayor Romero: So according to the Transportation Planning Committee, and we've heard from both the Pima County and the City of Tucson representatives, the Transportation Planning Committee was asked to give input on the Overall Work Program. Both Pima County and the City of Tucson representatives have asked to be able to participate in helping give input information about the carbon reduction strategies to better have results versus just planning, and they have not been given an opportunity to have a discussion about the carbon reductions program. What we had in May of 2023 as a PAG Board was a budget, and so we approved the budget for \$11 million, funds that are coming from the bipartisan infrastructure law. We, this Board, PAG has not been given the opportunity to discuss what are the strategies that we get the best bang for the buck and so I have been saying since May of 2023, that we, the PAG Board and our committees, is there an opportunity to give input on how we spend this money. According to your budget, all of this, all of these funds are going to planning. None

of it, as I see all of it is planning and so it is very unfortunate and I will keep saying how unfortunate and really, to be honest, there's a lack of transparency in terms of how we this Board and our committees and public participate in making decisions of federal funds, that we don't get all the time, into putting them to work and reducing carbon and greenhouse gases in our region. So, Mr. Moghimi, you can think that the PAG Board approved this in May of 2023, we approved a budget, Sir. We did not give any input, or our Transportation Planning Committee and our representatives did not, were not given an opportunity to have a discussion even though some of these jurisdictions ask plenty of times for an opportunity to give input on how to spend federal funds, that could make a big difference. Not just invest these funds in planning efforts. So, still not satisfied and approving a budget is very different than approving the strategy we all have to approve our budgets, but all of our budgets have a number and then our City Managers explain to us how that money is going to be used, and we are not being offered that opportunity here.

Supervisor Scott: Any other questions or comments from Council Members? I wanted to direct everybody's attention to page 143 in your packets. Where it says the bulleted item that says committee process and the bulleted item right below it that says Regional Council. There's four different committees that are cited Air Quality Subcommittee, TPC, EPAC, Management Committee and it says they will review planning efforts and recommendations for carbon reduction integration and review of initial greenhouse gas performance measure, 4-year reduction target and then our role is to review those recommendations and approve the greenhouse gas reduction target. But I think we would be very reliant on the input that we're getting from these committees. For me, one sentence that explains the work of four committees, the pending work of four committees especially, that with July deadline that's mentioned in the timeline is not sufficient. I'd like to request, by way of direction, a memorandum to the Council breaking down the roles and responsibilities of each one of those four committees and how they will advise the Council so that we can then make our recommendations and approvals.

Mayor Murphy: Mr. Chair, and just add in the eyes of transparency, it's good that comes to us as a memo, but let's just put it on the next meeting and go over it —

Supervisor Scott: Well, we could, Mayor Murphy, thank you very much. And if you recall, I requested a standing agenda item and so I'm sure this item will be back and that memorandum can be, I mean we can get it before that item, but I think we should review it at the item per your suggestion. Mayor Romero.

Mayor Romero: Let me, just for clarification, you're making a motion right now?

Supervisor Scott: No, I was doing it just by way of giving direction, because we already have, on page 143, this sentence that says these four committees will review planning efforts and recommendations. I'm asking for more detail as to the work of each one of those committees.

Mayor Romero: Well in detail, but also, you know the meetings where they are actually being asked to give the input, right, I mean, detail of what the committee is responsible for is not the same as being able to have that committee and give direction and input in terms of how these funds are going to be used. It seems to me like, most of the decisions, I mean \$1 million in household travel survey? We have a budget here, but nobody, we approved the budget but we haven't been given the opportunity, not the PAG Board, not the committees and so if we can go further in terms of, yes, the explanation of the work, but where are the meetings and their recommendations for PAG to be able to consider their recommendations as we move forward in funding these products. So, if we could also include that in the memo.

Supervisor Scott: You're asking, and I had asked for a breakdown of roles and responsibilities for each one of the four committees, you're asking also for a meeting schedule and are you not also asking for perhaps draft agendas?

Because these are, to your point, technical advisory bodies. I mean, they are referred in that way earlier in our packet. So, I just think as much to Mayor Romero's point, I think as much detail as possible as to the pending work of those committees, what they're each going to be dealing with, if there are already draft agendas. I think as much detail as possible is what we're asking for.

Farhad Moghimi: Be happy to.

Supervisor Scott: Is that fair to say?

Mayor Romero: It is. It is fair to say as well as, I mean, we have a July 30, 2024, deadline. Time is of the essence and what I would like to see is like are they meeting and are these committees being asked to give input on how we spend these funds because according to our appointee, our representative for the City of Tucson, the Transportation Planning Committee has not been asked, even though members of that committee have requested to have this agenda item that they have not been allowed to discuss. And so, yes, absolutely as much information as possible. But we also have to see the tangible action. In terms of what our jurisdictions, and I'm not just speaking for the City of Tucson, I'm also speaking from Marana and Sahuarita and South Tucson regarding our jurisdictions input and how to use these funds and so, yes and then some. I appreciate your direction.

Supervisor Scott: Thank you, Mayor Romero, and I think as much detail as possible in the memorandum that was requested and then to the points made by both Mayor Romero and Mayor Murphy, I think any follow up that we can get at the March meeting with this standing agenda item comes up again is most appreciated.

Farhad Moghimi: Of course, be happy to.

Supervisor Scott: General Maxwell.

General Maxwell: Thank you, Mr. Chair. One thing I'd like to add so everybody understands that ADOT's anticipated 4-year target is not official yet. It's going to be, it should be released in the coming weeks, but it is the - 0.01 is really what I'd call a reasonable goal to be set, the reasonable target as something I think we will be able to achieve, I guess I would, again, I don't mind memorandums, I prefer briefings just because I think that gets it in the public's perspective a little easier. It's a little bit —

Supervisor Scott: I think you're going to get both.

General Maxwell: And that's good. But the other thing I would say is, too, we have this conversation, every Board meeting, it always comes up and that's why it's a standing issue. But it always ends up being the same thing and we haven't gotten to the point where we're all either comfortable or we've had a conversation where we've put it on record if we're comfortable with where we're going, I think that's something that might solve the issue coming up every Board meeting. So, what I would ask also is in the next update, please take, let us know with the, I think it's \$11.7 million we've been authorized to PAG out of the Carbon Reduction Plan funds that came to ADOT. It's just where we sit with those funds, what we've got them already approved and you know, going towards and then what the remaining value, we've still got remaining funds to authorize and when you brief us on that also, can you also brief us on what's already committed just so everybody knows, because this is an issue. But, I still think we're all just trying to grasp what does it really mean? And I'll tell you, this is the state's plan or strategy. It's not a plan, I was made very clear when I talked to him this week, they don't have a plan. It's a strategy. I actually talked with the Executive Director about the difference in terminology, and terms are important until they are, but they are required to submit a strategy. At that point, that's kind of where the requirements stop. They've worked with all the different MPOs and other entities to kind of identify what they're

going to put forward, what they're going to do and then it's it is up to all of us and working with the Executive Director and the entire team to where we go, but I just think it'd be great to get as much information in front of us, have maybe a little bit more in depth conversation and then, put it to bed. I think the updates are important, but we need to get it to the point where it's not a source of controversy and discussion on this board.

Mayor Romero: Absolutely agree with you, Mr. Maxwell. ADOT put together a strategy and expects MPOs to make our own, they expect MPOs to make our own decisions. What I'm asking for is, yes, information, but I'm asking for the opportunity for our jurisdictions to be able to give input and that has not happened. This Board has approved a budget, we're receiving the \$11,000,000. We know that we wanted, yes, but the opportunity to give input on how to create our own regional action plan on using this money has not been given. As a matter of fact, some of these funds have been decided by staff at PAG. And so, I just do not believe that this PAG Board and our representatives at the committees, whatever committees are responsible to give input on this, I do not see it as transparent in terms of how to spend these funds. There are certain goals that the bipartisan infrastructure law wants MPOs to reach with this money and we have not given, been given the opportunity to speak about them and to decide how the money is going to be spent. Every Mayor and Council in this region has that opportunity and it's given by our City Managers. I do not understand how this particular organization, and it's Executive Director is not giving us, PAG and the committees that should be making this decision, the opportunity to do that and that's what I'm asking.

Mayor Murphy: Just a point of clarification for the Executive Director. All the things that we've been working on, is it not finding the data, gathering the information for, then it comes back to us, to the Mayor's point, then we put together the strategy, but we have to have the knowledge, where we are or where

we're not before we can get to the ultimate plan or strategy to get to the end result. Is that kind of not where we are at this point?

Farhad Moghimi: Mr. Chair, Mayor Murphy and I appreciate General Maxwell clarifying the difference. So, on the slides, we continue to reference everything as strategies because the plan itself will be developed over the next two years. So, the plan doesn't exist yet, but all these pieces come together to help us develop the plan. So up to this point, everything we've done is as you described. To collect the data, make sure we have the tools and resources to put them all together to be able to build that foundation for the plan itself. And when I reference the plan, ultimately everything we do, and I said that before under a couple of different discussions, everything we do ultimately by federal law is required to be, essentially compiled into the long-range plan. The long-range plan even for this purpose, must include not only the target but also those elements that would help us achieve that target. So all of this is yet to come over the next multiple years, but obviously immediately the Overall Work Program focuses on the two years. And the Overall Work Program authorized those steps to be taken.

Mayor Murphy: And things like the software and other things we've approved are the tools that will help get us to where we can come up with a solid strong plan.

Farhad Moghimi: Exactly. And those are all outlined in the OWP.

General Maxwell: Mr. Chair, thank you. And that's why I made the point of first, we'd like to see where all the, how much money, because you're right, it's a two-year plan, that's where we've got everything, we as a Board back in May approved that but what I'm curious about is how much of the \$11,000,000 is that taking. I know there's numbers there, but I'd like to see because it, once we have the data, if we've spent all the money gathering the data, on the flip side, we're not making any real, you know improvements. So, I think it's important that we have data, that based decision making is the best way to go about it, but I just want to make sure

that it's, there is an outcome to do what the IJA's plan and the carbon reduction plan. Now for the record, the state doesn't have a carbon reduction plan, it's just got a strategy. If I am correct, the only area that does have an actual carbon reduction plan in place right now is Maricopa, because they've been in a non-attainment region for years, so they're taking this money and they're starting to use it to execute their plan. So, as all good things, you don't want to plan to death, you've got to get executed at some point, they're already there. I think we're, what we're debating around this table is when do we stop planning? When do we start executing? So that's why I appreciate a thorough briefing update of both the plan, how long it's going to take if we're building it, how much money is going to it, how much money are we going to have remaining to execute and then, that's when. I love committees, inputs are good, but ultimately remember the responsibility for it does fall at this table. We can delegate authority, we just can't delegate responsibility, it falls to us.

Farhad Moghimi: Mr. Chair, if I may add. So, thank you for that, again, that's why we put it on the timeline to recognize that there were two critical milestones. One of them was November 2023, that's when the state was required to submit the strategies which we have done that, the next milestone for the state is next month and then for us is in July 2024. So, we're trying to hit those targets to make sure that we comply with the new law. So again, I appreciate the discussion, more information, it's always helpful but keep in mind this is a brand-new law. We're trying to comply with the law as well as to make sure that we integrate it into our planning process. So, it's not just the one and done thing that it's going to be an ongoing effort.

Supervisor Scott: Mayor Romero.

Mayor Romero: Absolutely, 100% agree that what this Board should be discussing is how do we implement our strategy, right? How do we implement how we put this money to work so that we can see greenhouse gas reduction in carbon

reduction in this region. According to what we have in front of us and we can share with the public because there is a budget that in 2024 spends \$1 million on household travel service, this is in 2024. In 2025, the same household travel reduction service will cost us another \$606,000. That's \$1.6 million just in the same studies and this Board should be given the opportunity to decide how we budget. My fear is that there has been budgeted, there's been so much budgeted already, that there's not going to be enough to be able to implement so that we can use this money in a way that will help us curb greenhouse gases and reduce carbon. And so that is the reason why I keep harping back to it and that's why I'm pretty sure, Chair Scott is putting this on the budget so that we have the opportunity and by the way our committees, our technical experts should be giving us their input as to how we use these funds, so that we can do more for carbon reduction? My fear is that way too much money has been budgeted already by PAG staff for the funds to do what they were intended to do by the federal government.

Mayor Murphy: Mr. Chair.

Supervisor Scott: Mayor Murphy.

Mayor Murphy: Just one last point on that. But we're the ones that approved the budget and staff is, I mean, I don't want the public to think, we approved ice cream and we're buying brownies, you know, we approved a budget. Is staff working on anything that we haven't approved in the May 2023 budget?

Farhad Moghimi: That's a question?

Mayor Murphy: Yes.

Farhad Moghimi: I'm sorry, Mr. Chair, Mayor Murphy. No, absolutely not. We are complying with the Overall Work Program, that's why it's detailed, that's why it's budgeted by line items. So, we are following the direction of the Regional Council.

Mayor Romero: Excuse me, Mr. Chair, I am so sorry, but I need, I need the floor. Mr. Moghimi, you keep saying that you are doing everything with, with this Board's input. That is absolutely not true. We approved an \$11 million budget in May of 2023, and we have not been given the opportunity to decide how this \$11 million is going to be budgeted. So you could approve an \$11 million line item in your budget, but you want to know how parks and recreation is going to spend that \$11,000,000 and as an elected official, you want to be afforded the opportunity to decide how and where those \$11 million are going into parks and rec and be able to give your Council colleagues the opportunity to design it. Maybe it's a recreation center, maybe it's more greenery for your parks, maybe you want a new dog park. But you want to be able to give input on how those \$11 million are going to be spent on parks and rec. So, I still have the floor. So no, we are not being given the opportunity to decide how to spend this money. As a matter of fact, we are being given a budget, that is full of millions of dollars of planning. So, I want the opportunity for the residents of the City of Tucson and for the benefit of the residents of this region to know and be able to have a say as to how we spend that \$11,000,000. [\[INAUDIBLE 1:12:44 \]](#)

Mayor Murphy: Mr. Chair, and I think previous to this afternoon, we approved certain contracts that some of us voted for and some of us didn't, and that's my analogy of we approve the landscaping as opposed to building a football field as opposed to building the softball field. That's what we voted on earlier today and I'm assuming more of those contracts will be coming to us to discuss some of us might agree with the expenditures and some may not agree but they are coming to us.

Supervisor Scott: Mayor Honea, were you trying to get my attention?

Mayor Honea: Just ready to move on. I think we're becoming redundant.

Supervisor Scott: Just wanted to ask one other thing. Says also on page 143 that public input will be considered during the development of each plan and ultimately the RMAP is required to incorporate the adopted carbon reduction strategies. We've asked for information on the roles and responsibilities of each one of the four committees, as much detail as you can get into what each of them will be determining. General Maxwell mentioned how each one of them is involved with that \$11 million. Can we also get some input into how public input is going to be considered throughout this process, including during the meeting of those committees.

Farhad Moghimi: We'll be happy to add that as well. And just for everybody's benefit, every document that we have goes through a public process, and the public has an opportunity to comment so just want to make sure you know that, but we can add additional details under each item.

Supervisor Scott: Got it. All right. Thank you all very much and I believe we have now reached the point of adjourning.

15. Adjournment

The meeting adjourned at 1:25 p.m.

CERTIFICATION

I hereby certify that the foregoing is a meeting summary of the Pima Association of Governments (PAG) Regional Council meeting held on Jan. 25, 2024. This summary is not intended to be verbatim. It serves as the summary of action items taken at the meeting upon approval by the PAG Regional Council. An audio recording is available upon request and serves as the official minutes. I further certify that a quorum was present.



Farhad Moghimi, Executive Director

In compliance with the Arizona Open Meeting Law, the PAG Regional Council legal actions and this meeting summary are posted online, and an audio recording which serves as the official minutes of the meeting is available upon request. In addition, a meeting video is also available at: [Live Video Link \(YouTube\)](#)

ADOT 2024 Safety Performance Projections

Jan. 25, 2024

Regional Council

David Mitchell, Senior Transportation Planner



Pima Association of Governments

»» FAST Act Performance Measures

- PAG uses federal transportation performance measures, which are part of the FAST Act, to track progress toward national goals.
- Since 2018, ADOT establishes annual safety performance *projections* to comply with the FAST Act requirements.
- PAG supports ADOT's requirements of the FAST Act by adopting state projections and by tracking safety performance for the PAG planning area.



2024 ADOT Statewide Safety Projections

Performance Measure	2024 Projected	2020-2024 Projected 5-yr Average
Number of Fatalities	1,476	1,286.1
Fatality Rate	1.89	1.745
Number of Serious Injuries	3,702	3,636.0
Serious Injury Rate	4.92	5.001
Number of Non-motorized Fatalities and Serious Injuries	986	883.5

»» FAST Act Performance Measures

- Fulfilling FAST Act requirements, ADOT performance *projections* represent statewide predictions of anticipated performance for the short term.
- PAG's performance targets are long-term and aspirational regional goals as identified in the 2045 Regional Mobility and Accessibility Plan (RMAP).



Number of Fatalities

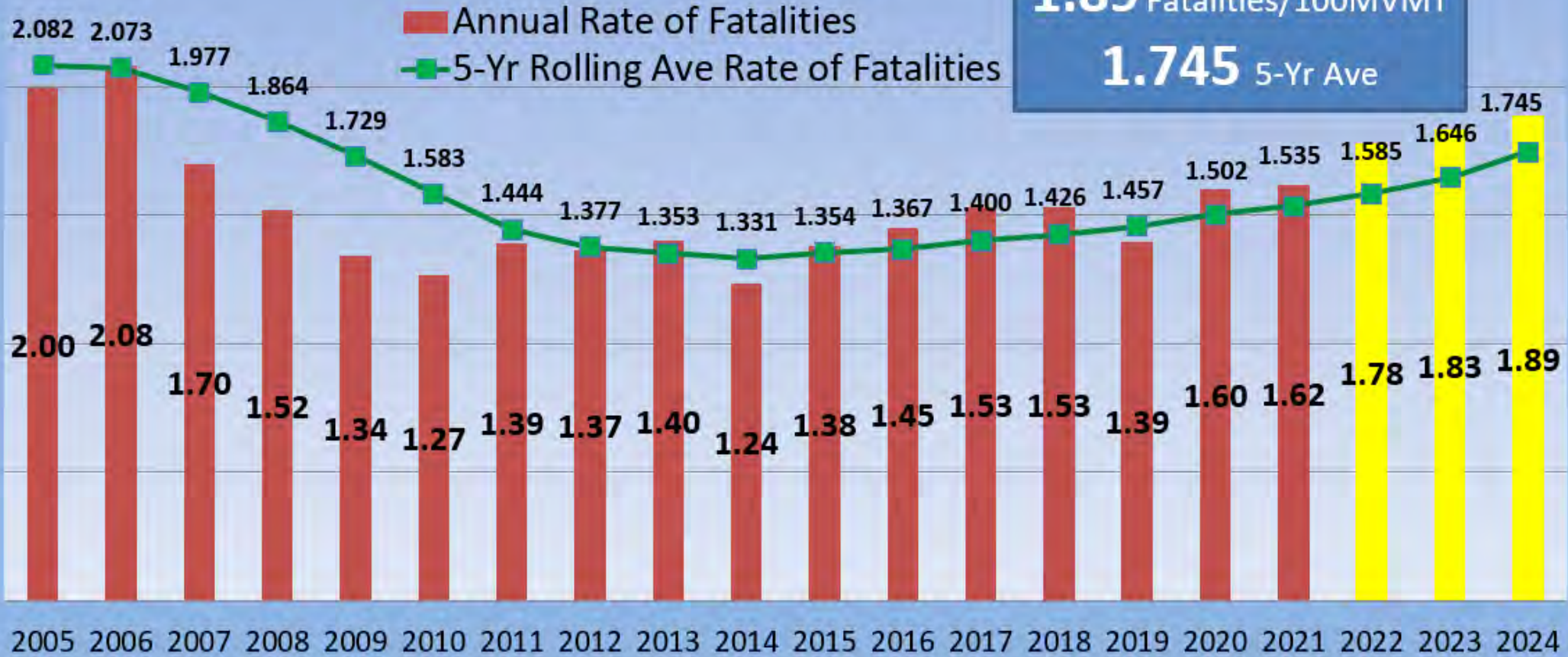
2024 Projections:
1,476 Fatalities
1,286.1 5-Yr Ave

■ Annual Number of Fatalities
 ■ 5-Yr Rolling Ave Number of Fatalities

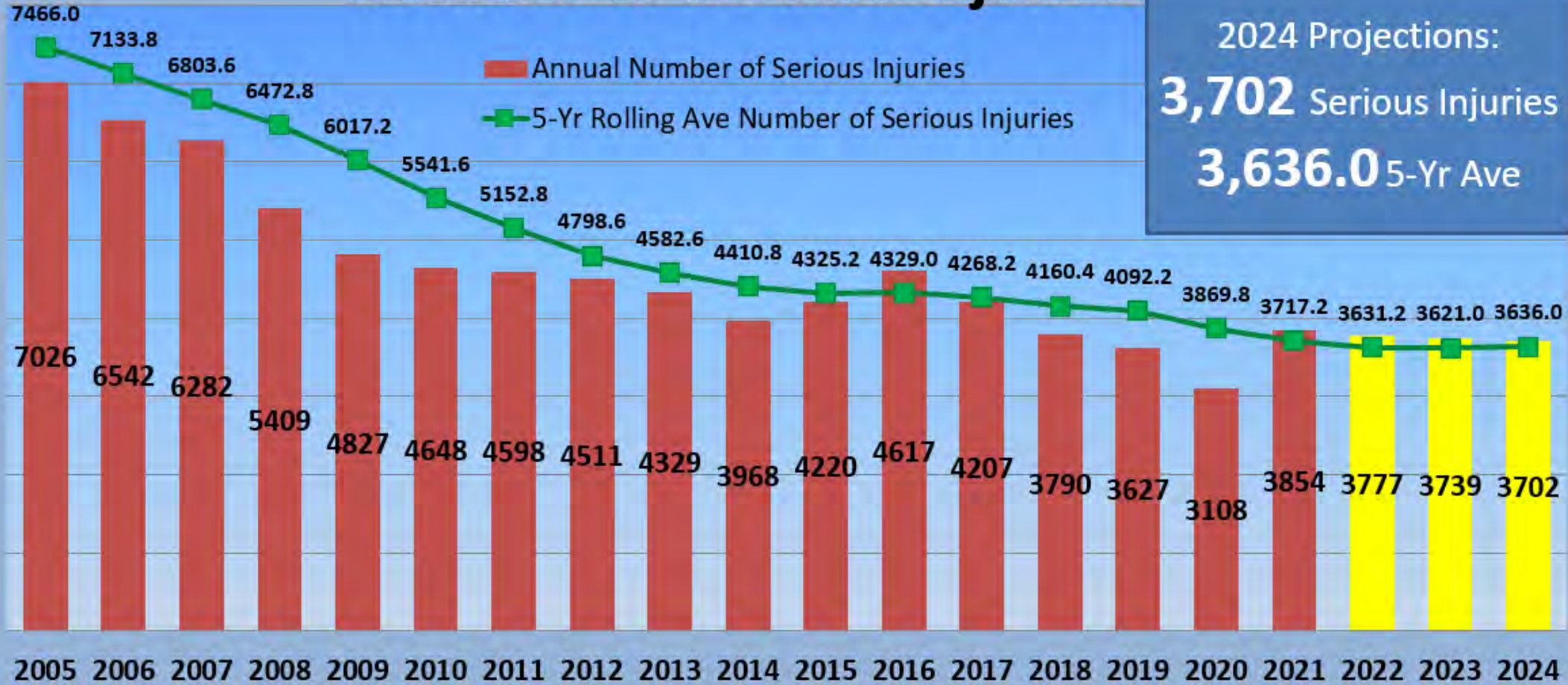


Rate of Fatalities

2024 Projections:
1.89 Fatalities/100MVMT
1.745 5-Yr Ave



Number of Serious Injuries



2024 Projections:
3,702 Serious Injuries
3,636.0 5-Yr Ave

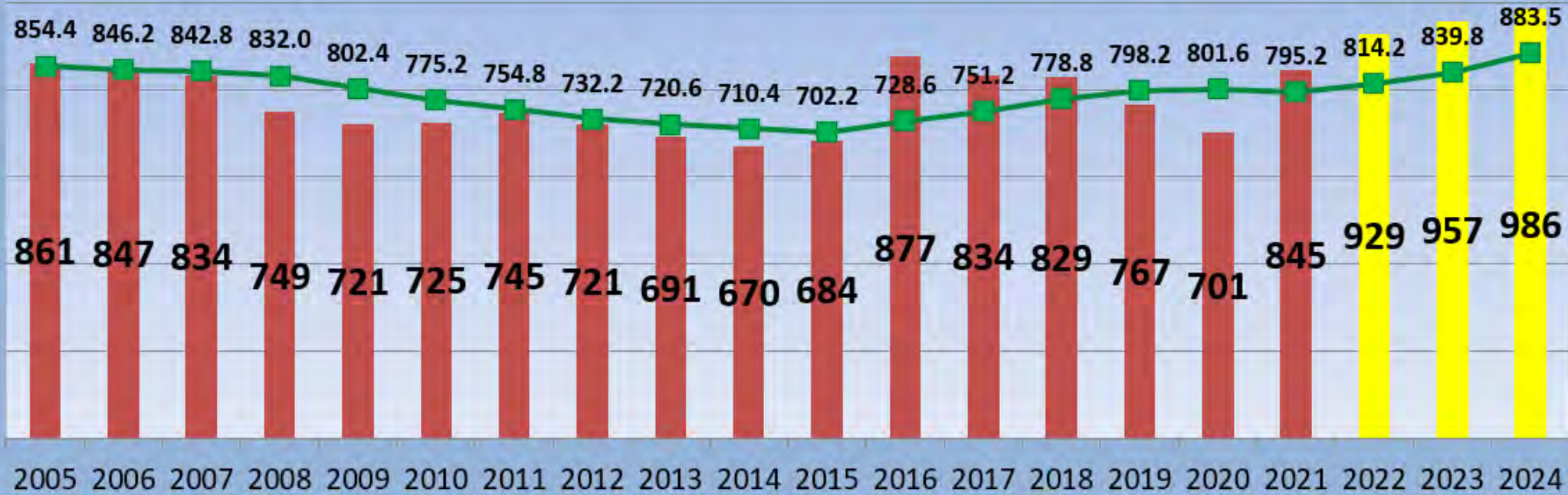
Rate of Serious Injuries



Number of Non-Motorized Fatalities and Serious Injuries

- Annual Number of Non-Motorized Fatalities and Serious Injuries
- 5-Yr of Rolling Ave Number of Non-Motorized Fatalities and Serious Injuries

2024 Projections:
986 Non-Motorized
 Fatalities & Ser. Inj.
883.5 5-Yr Ave





Request to adopt
ADOT's 2024 State Safety Projections

TIP Development Process Update

Regional Council

Jan. 25, 2024

Jamie Brown | Director of Strategic Planning, Programming and Policy



Pima Association of Governments

»» Principles for TIP development

The sunset of the current RTA plan and related funding considerations for RTA Next affect the development of the FY 2025–FY 2029 TIP. Thus, principles for TIP development during this cycle include:

Project Cost Estimates:

Estimates for project costs are intended solely for programming purposes. The cut-off date for updating cost estimates was the Oct. 31, 2023, TIP Subcommittee meeting, making them a static snapshot that cannot be continuously updated.

Revenue Estimates:

Similar to cost estimates, revenue estimates are also a one-time snapshot and must remain constant for financial constraint analysis moving forward.

FY 2024 Exclusion:

FY 2024 will not be included in the new TIP. Any proposed TIP amendment for the exchange of funds must be addressed separately through the official TIP amendment process.

»» Principles for TIP development (cont.)

FY 2025 Programming:

As long as FY 2025 is reasonably programmed for anticipated construction projects, the FY 2025–FY 2029 TIP document fulfills its intended purpose.

FY 2025 RTA Budget:

The FY 2025 RTA budget ensures that projects ready for construction will have supplemental funding for eligible RTA expenses. It is prudent that this flexibility is retained for project delivery. IGAs and/or TIP amendments may be used to make adjustments after the TIP document is adopted.

Priority for Project Starts:

Projects requiring initiation prior to July 1, 2026, will be prioritized to ensure compliance with RTA regulations. These projects are shown in the RTA Roadway Element worksheet with cells highlighted in green under the project name.

»» Principles for TIP development (cont.)

Update for Fiscal Years 2026-2029:

Due to the expiration and/or potential renewal of RTA revenues, fiscal years 2026-2029 of the TIP will need to be updated at a later time.

Deferred Scope Change Projects:

Projects with deferred scope changes rely on RTA Next funding and voter approval.

While Pima County's 1st Ave.: Orange Grove Rd. to Ina Rd. project (TIP ID 82.06) may use federal funds, it is still considered a scope change/deferred project and requires voter approval before proceeding with the changed scope. Hence, the start time prior to July 1, 2026, is not required.

RTA Next Contingency:

If RTA Next does not pass, the RTA Board's FY 2026 Budget will be utilized to amend the TIP as needed.

Anticipated schedule (subject to change)

- Sept. – Oct. 2023: TIP Subcommittee review of updated RTA roadway cost estimates
- Sept. – Dec. 2023: TIP Subcommittee review and discussion of RTA roadway element programming of STBG and HURF 12.6%
- Nov. – Dec. 2023: TWG review of transit project list
- Dec. 2023 and Jan. 2024: Preliminary committee review of draft TIP project lists
- Feb. 2024: TPC review of full draft TIP project list
- March 2024: Management Committee and Regional Council review of full draft TIP project list
- Mid-to-late March: Convene TIP Open Houses (dates TBD)
- April 2024: TPC review and recommendation for approval of full draft TIP document
- April 2024: Commence 30-day public comment period on draft TIP document
- May 2024: Management Committee review and recommendation for approval of draft TIP document
- May 2024: Public hearing and Regional Council review and approval of FY 2025–FY 2029 TIP document

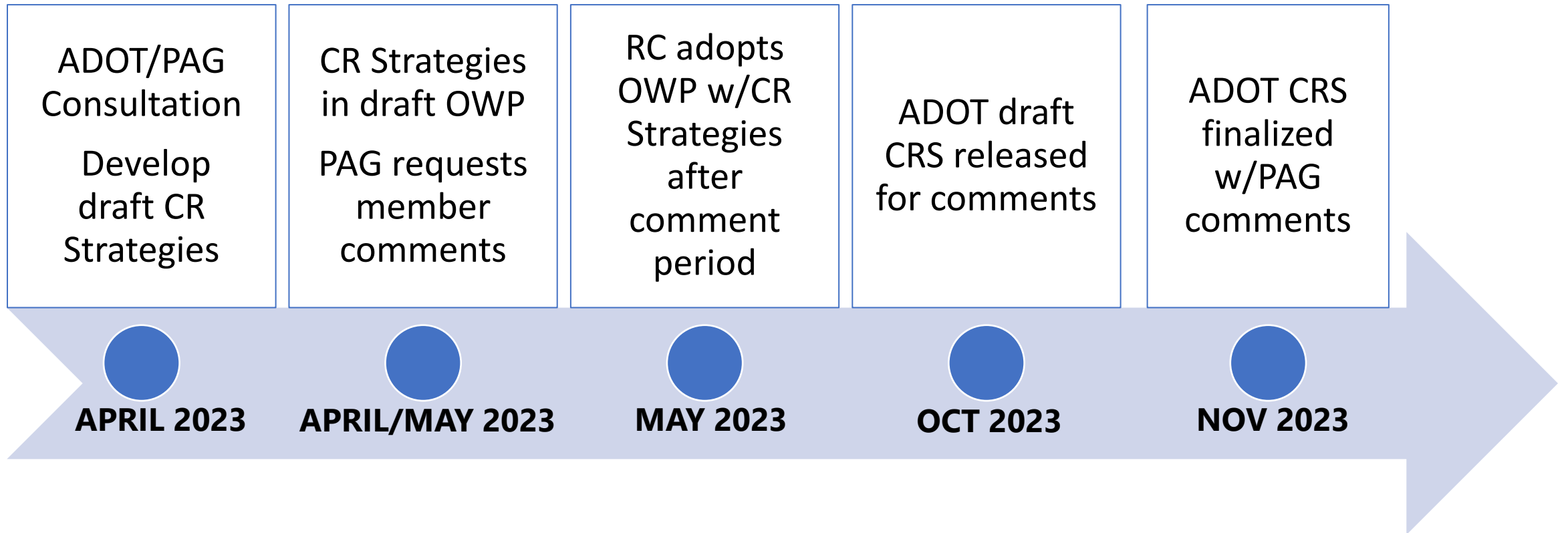


Questions?

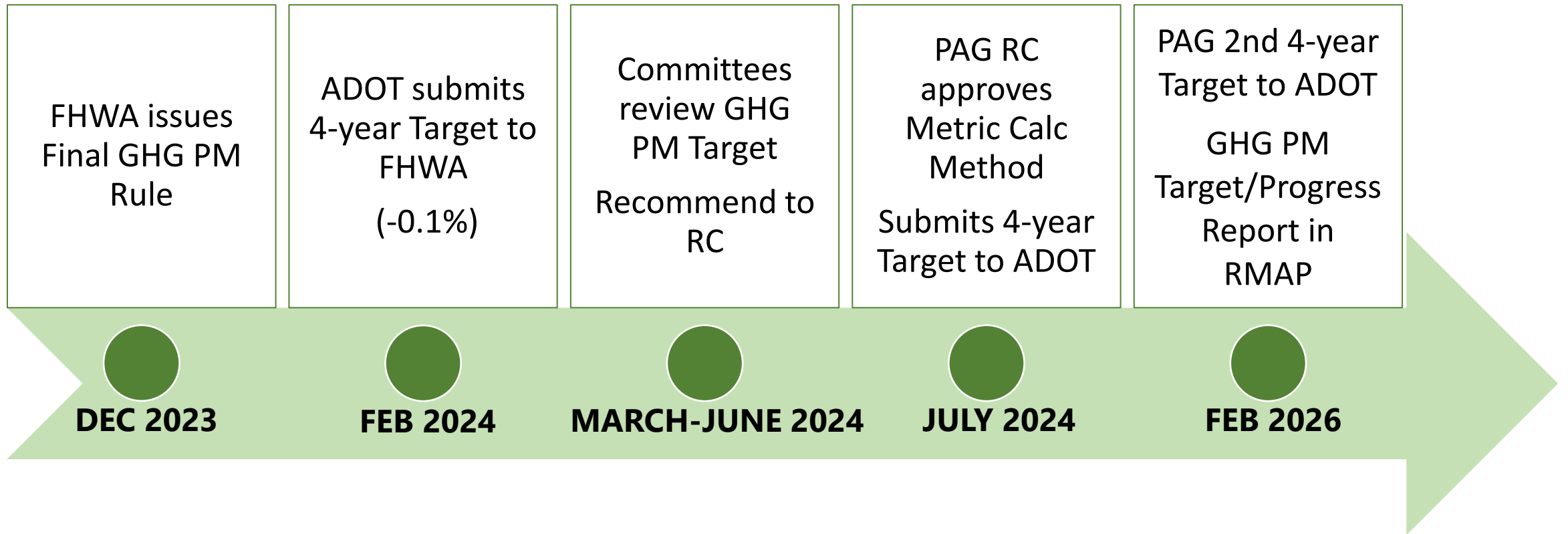


Pima Association of Governments

>> Carbon Reduction Strategies Timeline



>> GHG Performance Measure Timeline



Communication #3796

SUBJECT: Program Highlights Report

Meeting	Meeting Date	Agenda Category	Agenda Item #
Regional Council	April 4, 2024	Consent Information	5a

REQUESTED ACTION/SUGGESTED MOTION

This is an information item.

ASSOCIATED OWP WORK ELEMENT/GOAL

Overall OWP.

SUMMARY

Program highlights are included in the attachment for January 2024 and February 2024.

PRIOR BOARD AND/OR COMMITTEE ACTION

Regular updates are provided for information only.

FINANCIAL CONSIDERATIONS

None.

TECHNICAL, POLICY, LEGAL OR OTHER CONSIDERATIONS

None.

ATTACHED ADDITIONAL BACKUP INFORMATION

Listing Attached.

Staff Contact/Phone

Farhad Moghimi, (520) 792-1093, ext. 4420
Sheila Storm, (520) 792-1093, ext. 4451

OWP Monthly Report

January 2024

Mobility | Sustainability | Livability

40 – Transportation Activities

Goal 1: Meet federal mandates for regional transportation planning

- Completed calculation of 2022 NPMRDS performance measures including reliability measures, annual hours of peak-hour excessive delay per capita, and percent of non-single occupancy vehicle travel measure.
- Monitoring planning document conformance between the RMAP listing of projects and the PAG TIP listing of projects and maintaining project numbers.
- TIP project development, including programming and monitoring new project linework of GIS mapping for the TIP database and documents.
- Continued to coordinate individually with jurisdictions to refine the 2055 RMAP project list.
- Continued to draft and develop components of the 2055 RMAP.
- GIS staff continued development of RMAP map templates for the plan update.
- GIS mapping support through development of a draft template map for the next TIP plan document for new project year ranges (FY 2025–FY 2029)
- GIS staff added line and point geometry to the RMAP database taken from input from the member agencies.
- Review and prepare RMAP financial plan forecasts.

Goal 2: Establish and Implement a Performance Management Program

- Discussed new GHG measure development using available tools including MOVES model.
- Continued GIS coordination of updates to project locations for TIP project development and selection.
- TIP project development, including programming and monitoring new project linework of GIS mapping for the TIP database and documents.
- GIS coordination of updates to project locations for TIP project development and selection.
- Continued updates and development of performance measure dashboard tool.
- Adopted ADOT 2024 safety projections for five performance measures required by FAST Act.

Goal 3: Title VI and Environmental Justice Planning and Compliance

- Prepared 2022 ACS 5-year estimates for Title VI analysis.
- Prepared 2022 ACS 5-year estimates for TIP socio-economic data.
- GIS staff updated geometry based on new TAZ data and initiated development of draft templates for TIP Title VI maps.

Goal 4: Develop Multimodal Components of the long-range RMAP

- Held a second 2055 RMAP Working Group meeting to discuss and further refine the multimodal project components of the plan as part of the project list, including PAG staff recommendations.

- GIS mapping support through development of a draft template map for the next RMAP plan update document and delineation of project locations.
- Development of printed version of Tucson Metro Bikeways Map.

Goal 5: Coordinate transportation planning efforts conducted by other agencies with regional studies

- Continued partnerships with PAG regional agencies related to grant awards and support documentation, including project phasing, planning and programming in the TIP.

Goal 7: Enhance community engagement in and understanding of regional long- and short-range transportation plans and processes

- Continued stakeholder outreach for the TIP development process and programming processes.

Goal 9: Meet federally mandated requirements for transportation program administration and development in order to secure funding for the region

- Supported staff activities related to administering the FY 2022–FY 2026 Transportation Improvement Program (TIP), including conducting meetings, preparing amendments, and HURF reimbursements.
- Supported staff activities related to conducting meetings for development of the next TIP and other TIP development tasks.
- Ongoing work related to implementation and funding of the Regional Transportation Alternatives Grant Program.

Goal 10: Work collaboratively with PAG member agencies to develop TIP project lists that deliver projects in the program in a timely manner and that optimize funding available to the region

- Supported implementation steps for the Regional Transportation Alternatives Grants program projects.
- Continued coordination process with PAG regional partners to develop the FY 2025–FY 2029 TIP.
- Ongoing coordination process with the PAG regional partners to develop the TIP project lists and delivery schedules.

Goal 11: Maintain funding levels to the region

- Continued monitoring transportation revenues on regional, state and federal levels.
- Track and prepare reports on local, state and federal funding

Goal 18: Enhance database analysis tools and map products to better support regional planning efforts

Strategy: Develop database applications and map products.

- Continued: Reorganizing ArcGIS Online content and moving objects to archive.

Goal 20: Reduce auto emissions by providing a commuter assistance/rideshare program and promoting alternative transportation to employers and commuters. Shifting transportation demand to nonpeak hours or other transportation modes, increasing vehicle occupancy rates, or otherwise reducing demand for roads.

Strategy: Provide vanpool subsidies to reduce commute costs.

- Processed vanpool subsidy invoice for vanpool program. Two vans were canceled in January 2024.

Goal 22: Develop Multimodal Components of the long-range RMAP, including the construction, planning, and design of on-road and off-road facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation.

- The PAG Regional Council approved a contract with Kimley-Horn to develop the Regional Active Transportation Plan, which will inform the multimodal components of the RMAP.

Goal 24: Plan for incident management and emergency response on a regional level for advanced transportation technologies to improve emergency evacuation and response by federal, state, and local authorities

Goal 4: Develop multimodal components of the long-range RMAP

- Continue to work with jurisdictional partners to refine the 2055 RMAP project list and associated multimodal components.
- GIS team provide data for the continued development of the printed version of PAG's Tucson Metro Bikeways Map

Goal 20: Reduce auto emissions by providing a commuter assistance/rideshare program and promoting alternative transportation to employers and commuters. Shifting transportation demand to nonpeak hours or other transportation modes, increasing vehicle occupancy rates, or otherwise reducing demand for roads

Strategy: Provide vanpool subsidies to reduce commute costs.

Goal 22: Develop Multimodal Components of the long-range RMAP, including the construction, planning, and design of on-road and off-road facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation

- GIS staff organized coordination points for usage of ortho feature extraction by the RATP project.

Goal 26: Apply developed activity-based model (ABM) to support PAG's planning efforts including RMAP and TIP. Deploy advanced transportation and congestion management technologies such as transportation system performance data collection, analysis, and dissemination systems.

- Continued review of PAG ABM development documentation.
- ABM exploratory tool development procurement procedure and relevant documentation.

Goal 29: Evaluate the regional multimodal transportation performance through regional multimodal transportation system

- Facilitated UA project kick-off meeting and discussed the scope of the project.
- Continued DTA project procurement process.
- Continued DTA model development.
- Completed review of contractor-collected traffic counts.
- Continued turning movement count estimation using a new machine learning algorithm.
- Updated Scope of Work (SOW) and prepared Request for Quote (RFQ) documents to prepare a solicitation process for PAG Household Travel study and Assessment project.
- A contract with Kimley-Horn to develop a Regional Active Transportation Plan was approved by the PAG Regional Council.
- An RFQ for the PAG Microtransit Project was re-released to three consulting firms from the SVMPO on-call list for planning services.
- Scope of Work development for orthophoto feature extraction to support alternate modes of transportation gap/assets/needs assessment in order to inform the CRP plan.

11 - Regional Integrated Watershed Planning

Goal 1: Fulfill Mandatory Designated Watershed Planning Responsibilities

- Continued to monitor ADEQ's AZPDES permits-in-process map and public notices for advance notice of potential consistency reviews or other PAG 208 processes.
- Continued to provide updates on regional watershed priorities and local water issues for the PAG's Environmental Planning Advisory Committee (EPAC) Top Environmental Issues List for 2024.
- Continued working on annual Administrative Updates to the appendices of the PAG Areawide Water Quality Management Plan (208 Plan).
- Continued data processing for December riparian health assessments for Cienega Creek and Davidson Canyon, within the Cienega Creek Natural Preserve.
- Began to build a test interactive StoryMap utilizing PAG's long-term Cienega Creek and Davidson Canyon riparian health assessment data to highlight trends over the past four decades and demonstrate the value of long-term, consistent monitoring and data collection.
- Began participation in a free Esri massive open online course on Going Places with Spatial Analysis, utilizing ArcGIS Online to perform spatial data analysis and enrich data for use in planning tools such as PAG's Resiliency Planning Maps.
- Began planning a potential spring meeting of the PAG Watershed Planning Subcommittee (WPS).
- Updated the WPS interested parties email list.
- Shared news updates with the PAG Stormwater Management Working Group interested parties email list.
- Reviewed PAG Watershed Planning webpages and recommended updates.
- Helped coordinate, facilitate and participate in the Santa Cruz Watershed Collaborative annual partner meeting.

12 - Regional Air Quality Planning

Goal 1: Fulfill mandated responsibilities for air quality modeling and planning

- Continued work to automate overall process to estimate emissions using travel model output and MOVES model.
- Prepared Interagency Consultation Memo for FY 2025–FY 2029 TIP Air Quality Transportation Conformity proposed procedures for regional emissions analysis and regionally significant projects.
- Attended FHWA Cutting Carbon from Transportation: State and Local Best Practices webinar.
- Presented update to Regional Council of CRP projects and GHG Performance Measure.
- Prepared Business as Usual greenhouse gas emission projections for PDEQ data request related to the Tucson MSA Priority Climate Action Plan.
- Prepared local inputs for MOVES motor vehicle emissions modeling for FY 2025–FY 2029 TIP.

44 - Regional Economic Vitality

Goal 2: Enhance the region's ability to compete in a global economy

- Planning staff met with EPAC chair and vice chair to review future agenda items and the annual issues list update, and PAG staff solicited review and additional contributions to the issues list update from EPAC members and its subcommittee's interested parties.

36 - Regional Partnering Center Support

Goal 1: Provide staff and administrative support for oversight of RPC projects and programs.

- Operated the Sabino Canyon Shuttle
 - Sabino Canyon Trips=369
 - Bear Canyon Trips=337
 - Total Passengers in January=10,367
- Purchased new work truck to replace leased vehicle originally in previous contract.

38 - Travel Reduction Program

Goal 1: Meet the goals and objectives and implement all the tasks and activities as described in the TRP Scope of Work for the ADEQ Air Quality Grant.

- Submitted NTD Safety and Security CEO Certification Form (S&S-20) report for 2023.

Strategy: Manage web based Annual TRP Employer Survey platform for major regional employer data collection and reporting.

- Internet-based employee survey on commuter behavior/alternative mode usage and summary reports.
- Collected employee surveys from eight TRP companies totaling 1461 employees in January through the online survey tool. Granted three extensions: Community Food Bank, Atrium Hospitality and Town of Sahuarita.

Strategy: Communicate and collaborate with program partners, ADEQ, PDEQ and member jurisdictions, on common goals and initiatives related to supporting regional commuters.

- Submitted final ADEQ billing and program activity summary for December 2023 expenses.
- Conducted outreach for zero activity TRP employers stressing compliance with local ordinances.
- Updated PAG budget tracking sheet for FY 23-24 ADEQ Grant contract period.

Strategy: Manage web-based Annual TRP Employer Survey platform for major regional employer data collection and reporting.

- Completed: GIS staff developed maps of Fry's TRP survey results for commute areas.

39 - Commuter Services

Goal 1: Reduce auto emissions by providing a commuter assistance/rideshare program and promoting alternative transportation to employers and commuters

- Met with TripSpark (RidePro) representative Jan. 10 to discuss platform functionality.
- Updated online AIR Survey functionality for April implementation.

61 – Orthophotos

Goal 1: Coordinate data gathering and remote-sensing activities to enhance planning and decision making

- Ortho contractors completed the 2023 flights for the GIS program.

Goal 3: Conduct Transportation Improvement Program (TIP) and the 2055 RMAP modeling and Title VI Analyses, as needed

Goal 5: Develop regional employment data

Goal 6: Evaluate the regional multimodal transportation performance through regional multimodal transportation system

63 - Regional Modeling

Goal 1: Apply developed ABM to support PAG's planning efforts including RMAP and TIP

- Continued test of PAG ABM runs for RMAP 2055.

Goal 3: Conduct Transportation Improvement Program (TIP) and the 2055 RMAP modeling and Title VI Analyses, as needed

- Review of equity and J40 performance measures and developed a quick measure for J40 disadvantaged group roadway usage percentage using select link analysis.
- Continued review of inputs and outputs for 2055 RMAP modeling.
- Continued collection of information about known projects for 2055 RMAP employment information.
- Continued reviewing PADs for HU remaining capacity and commercial employment estimation.
- Completed update of base year special generators for 2029 TIP.
- Completed review of 2023 AOEO population estimates.
- Continue update of 2023 housing unit inventory.
- Initiated trip-based TDM run process for 2029 TIP including TAZ data and roadway/transit network update.
- Attended AOEO CTS meeting.
- Facilitated PopTech meeting for RMAP update and review of population estimates.

Goal 5: Develop regional employment data

- Delivered 2021/2022 State Employment Database Update to MAG.
- Continued employment data processing optimization.

Goal 6: Evaluate the regional multimodal transportation performance through regional multimodal transportation system

- Facilitated UA project kick-off meeting and discussed the scope of the project.

46 - RTA Support

Goal 1: Provide staff and administrative support for oversight of RTA projects and programs

- Continued GIS mapping support for RTA including development of template pre-, post-, and next maps, data accuracy checks, testing of map queries, and delineation of RTA Next project areas.

Transit contract management and reporting

- Continued contract compliance and monitoring for Total Ride/National Express.
- Conducted two RTA/Total Ride Operations Meetings.
- Worked with National Express and Second Generation for a successful transition of Western Pima County services.
- Developed financial exhibits for new IGAs and IGA amendments.
- Attended monthly project updates for Element I roadway projects.
- Maintained off-line RTA cashflow sheet. This sheet tracks fund balances and programming through 2026 of RTA and supplanted HURF (12R).
- Updated project and IGA budget within RTA web.
- Worked with Total Ride/National Express to continue troubleshooting operational issues
- Updated TIP proposed with FY 2023 final expenditures and FY 2024 RTA TPT programming.
- Reviewed financial exhibits for new IGAs and IGA amendments.
- Facilitated a series of meetings with management and operations staff of our contractor to brainstorm and develop an improved operational plan to improve on-time performance for regional fixed-route services.
- Met with National Express staff to discuss Sun Shuttle dial-a-ride no-show policies.
- Met with Valley Metro staff to discuss the future of Route 685, which travels between Ajo and Phoenix.
- Attended paratransit eligibility appeals hearing.
- Provided budgetary approval of RTA invoices from jurisdictions.
- Monitored Key Performance Indicators (KPIs) with contractor, and updated invoicing protocol.
- Reviewed financial exhibits for new IGAs and IGA amendments.
- Collaborated with Valley Metro to transfer vehicles to National Express in order to continue Western Pima County Sun Shuttle services.

Transit planning and data analysis

- Sun Tran Marketing discussions with Sun Tran marketing team for targeted marketing campaigns for new Sun Shuttle route changes.
- Monthly data reports reviewed and uploaded into internal database.
- Finalized final draft of the new quarterly booklet for Sun Shuttle services.
- Published GTFS-RT Feed, which allows riders to locate buses online in real-time.
- Contributed to planning and finalizing the regional Comprehensive Operational Analysis.
- Interviewed for, and produced onboarding material for new Management Analyst.
- Attended 5311 Webinar that detailed process for successfully completing the 2024 grant application for operational funding.
- Audited new Sun Shuttle signage that was recently installed along all fixed routes.
- Finalized the 2024 Public Transportation Agency Safety Plan (PTASP) and had it approved by the RTA Board.
- Began the process of completing the 2024 5311 grant application for operational funds for Sun Shuttle's rural transit services.
- Attended a Swiftly software training on transit data management.

5310 planning

Goal 4: Develop Multimodal Components of the long-range RMAP

Strategy: Administer Mobility Management Program in partnership with ADOT under the ADOT MPD 5310 Transit Grant Agreement.

- Prepared for the Mobility Coordination Working Group meeting tentatively planned for Feb. 6, 2024.
- Worked on elements pertinent to the growth and development of the Ambassador Program administered by National Express.
- Co-facilitated an Ambassador's Meeting on Jan. 25, 2024.
- Developed a summary sheet outlining a proposed project, "Customer Journey Mapping – Paratransit," pertinent to FTA Section 5310 funding for Mobility Management during the FY 2024 grant cycle.
- Worked on the development of guidelines for Personal Care Attendants and a potential certification program through PCOA.
- Worked with ADOT/EQS to support agencies in their efforts to meet vehicle inspection compliance requirements and vehicle transfer requests.
- Worked with AzTA regarding sessions for the upcoming 37th annual AzTA conference in Mesa.
- Ongoing development of efforts to share resources and best practices throughout the region.
- Development of potential approaches to coordinating with case managers across social service agencies and healthcare agencies to address the unique transportation needs of elderly and disabled in both urban and rural areas of the PAG region.
- Continued planning for potential Emergency Planning Training in the PAG region.
- Provided technical support to subrecipients regarding RTAP eligibility requirements, FTA guidelines pertinent to vehicle disposals.
- Worked with ADOT to provide technical assistance and updates regarding pending awarded non-modified vehicles in the PAG region.
- Worked with subrecipients regarding the submission of operational statistics for use in the updates to the PAG Public Transit – Human Services Coordinated Transportation Plan.

Strategy: Update Public Transit Human Services Coordinated Transportation Plan under the ADOT MPD 5310 Transit Grant Agreement.

- Began developing an outline of developmental and research-based tasks and prospective public comment initiatives pertinent to the major update to the PAG Public Transit Human Services Coordinated Transportation Plan in 2024.

Goal 7: Enhance community engagement in and understanding of regional long- and short-range transportation plans and processes.

Strategy: Identify new stakeholders and coordinate group meetings/presentations throughout the region.

- Met with non-profits interested in seeking FTA Section 5310 funding and inclusion in the PAG Public Transit Human Services Coordinated Transportation Plan.
- Worked on the development of guidelines for Personal Care Attendants and a potential certification program through PCOA.
- Prepared for the Mobility Coordination Working Group meeting tentatively planned for Feb. 6, 2024. Potential topics on the agenda include Coordinated Plan Updates and Operational Statistics, Fleet Utilization and New or Expanded service projects for the FY2025 grant cycle.
- Facilitated the Social Services Planning Subcommittee meetings pertinent to the Funding and Service intents for SFY2025 as provided by Arizona Department of Economic Security for the Social Services Block Grant (SSBG).
- Worked with the communications team to have the recommendations from the Social Services Planning Subcommittee pertinent to the SSBG funding and service intents were posted for public comment.
- GIS staff provided PAG transportation planners and communications staff with J40 maps created through the Sun Cloud portal to inform open house locations.
- Integrated planning staff provided other PAG transportation planners and communications staff with updated contacts lists to meet J40 goals.

Strategy: Update Public Transit Human Services Coordinated Transportation Plan under the ADOT MPD 5310 Transit Grant Agreement.

Goal 19: Provide a resource where travelers can acquire real-time travel information.

- Submitted the summary report to ADOT on Dec. 6, 2023, of the Mapping Project which included the integration of census block data/TAZ, major cross street integration and search related layers for pulling specific visual data in the maps for trip planning and regional planning/future updates to the Public Transit Human Services Coordinated Transportation plan. All these elements play a role in the associated enhancements to Pima Find a Ride.

47- MainStreet Business Outreach and RTA Project Implementation

Goal 1: Assist businesses impacted by construction of RTA plan projects

Strategy: Identify and engage business impacted by transportation project construction before and throughout project implementation.

- Continued providing ongoing complimentary MainStreet Business Assistance Program outreach and direct consulting services to the 3,088 businesses located on 12 major RTA projects currently in construction or design. (Roadway Construction: #8, #16 (Phase 3&4); Roadway Design: #1 (Phase 2), #5 (Phase 2), #14, #15, #18 (Phase 3&4); #18 (Phase 5&6), #19 (Phase 2), #22, #25, #32 (Phase #5).
- Continued providing project update emails to current outreach area businesses with 11,285 project update emails sent over the past year (February 2023 through January 2024).

95 - Transportation Art by Youth Program

Goal: Enhance the transportation experience, improve the quality of life within the community, and strengthen community identity, while also providing education and opportunity for local youth to create public art

- Continued program administration, including maintenance and implementation of procedures and policies that facilitate public TABY installations.
- Continued jurisdictional support in the development of approved projects.

OWP Monthly Report

February 2024

Mobility | Sustainability | Livability

40 – Transportation Activities

Goal 1: Meet federal mandates for regional transportation planning

- Continued development of 2055 RMAP performance measure targets.
- Continued development of performance measures report for FY 2025-FY 2029 TIP.
- Began discussion of RMAP Title 6 analysis for the plan update.
- GIS mapping support through refinements of maps for the next TIP plan document for new project year ranges (FY 2025–FY 2029).
- GIS staff added line and point geometry to the RMAP database taken from input from the member agencies.
- Monitoring planning document conformance between the RMAP listing of projects and the PAG TIP listing of projects and maintaining project numbers.
- TIP project development, including programming and monitoring new project linework of GIS mapping for the TIP database and documents.
- Continued to coordinate individually with jurisdictions to refine the 2055 RMAP project list.
- Continued to draft and develop components of the 2055 RMAP.

Goal 2: Establish and Implement a Performance Management Program

- Continued ongoing maintenance and updates to the Performance Measure Dashboard tool.
- GIS staff continued mapping coordination of updates to project locations for TIP project development and selection within the FY 2025-FY 2029 TIP.
- TIP planning staff continues ongoing project development, including programming and monitoring new project linework of GIS mapping for the TIP database and documents.
- Discussed new GHG measure development using available tools including MOVES model.

Goal 3: Title VI and Environmental Justice Planning and Compliance

- Began negotiations with a consultant to develop a Regional Active Transportation Plan.
- PAG departments each contributed to an exercise summarizing each program that completes Title VI engagement and GIS, modeling, or other assessments. In addition, staff listed efforts that go above the Title VI/EJ requirements such as efforts to test and prepare to comply with J40 regulations that have interim guidance available.
- GIS staff verified TAZ data and took final steps in development of the FY 2025–FY 2029 TIP Title VI maps.
- Prepared Title VI analysis of FY 2025-FY 2029 TIP.

Goal 4: Develop Multimodal Components of the long-range RMAP

- Met with a working group to discuss the 2055 RMAP project list which comprises of multimodal components.
- Attended Smart Growth America’s webinar “Complete Streets Power Hour.”
- Continued GIS mapping support through development of a draft template map for the next RMAP plan update document and delineation of project locations.
- Held a third 2055 RMAP Working Group meeting to discuss and further refine the multimodal project components of the plan as part of the project list, including PAG staff recommendations.

Goal 5: Coordinate transportation planning efforts conducted by other agencies with regional studies

- Continued: Partnerships with PAG regional agencies related to grant awards and support documentation, including project phasing, planning, and programming in the TIP.

Goal 7: Enhance community engagement in and understanding of regional long- and short-range transportation plans and processes

- Continued stakeholder outreach for the TIP development process and programming processes.

Goal 9: Meet federally mandated requirements for transportation program administration and development in order to secure funding for the region

- Supported staff activities related to administering the FY 2022–FY 2026 Transportation Improvement Program (TIP), including conducting meetings, preparing amendments, and HURF reimbursements.
- Supported staff activities related to conducting meetings for development of the next TIP and other TIP development tasks.

Goal 10: Work collaboratively with PAG member agencies to develop TIP project lists that deliver projects in the program in a timely manner and that optimize funding available to the region

- Supported implementation steps for the Regional Transportation Alternatives Grants program projects.
- Continued coordination process with PAG regional partners to develop the FY 2025–FY 2029 TIP
- Continued coordination process with the PAG regional partners to develop the TIP project lists and delivery schedules.

Goal 11: Maintain funding levels to the region

- Continued monitoring transportation revenues on regional, state and federal levels.

Goal 18: Enhance database analysis tools and map products to better support regional planning efforts

- Continued reorganizing ArcGIS Online content and evaluated online content belonging to former PAG associates, beginning an effort to decide what objects to transfer and continue to use and what objects to archive.
- Initiated GIS mapping support through development of test StoryMaps and graphics for map symbology for the next RMAP update and TIP databases.
- Conducted interviews for GIS Analyst.

Goal 22: Develop Multimodal Components of the long-range RMAP, including the construction, planning, and design of on-road and off-road facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation.

- PAG staff began working with Kimley-Horn to begin development of the PAG Regional Active Transportation Plan, which will inform the multimodal components of the RMAP.

- Began working with Kimley-Horn to begin development of the PAG Regional Active Transportation Plan, which will inform the multimodal components of the RMAP.

Goal 4: Develop multimodal components of the long-range RMAP

- Attended Smart Growth America’s webinar “Complete Streets Power Hour.”
- Continue to work with jurisdictional partners to refine the 2055 RMAP project list and associated multimodal components.
- Continued to draft and develop multimodal components of the 2055 RMAP.
- Began working with Kimley-Horn on the PAG Regional Active Transportation Plan which will inform multimodal components of the RMAP.
- One response was received for the Dial-a-Ride and Microtransit Service Area Analysis RFQ that was re-released to three consulting firms from the SVMPO on-call list for planning services. A selection panel comprised of PAG staff and a subject matter expert reviewed the proposal. PAG will be entering into negotiations with the firm. This effort will ultimately help inform multimodal components of the RMAP.
- Held a third 2055 RMAP Working Group meeting to discuss and further refine the multimodal components of the plan.
- GIS team provided data for the continued development of the printed version of PAG’s Tucson Metro Bikeways Map.
- Continue to work with jurisdictional partners to refine the 2055 RMAP project list and associated multimodal components.
- Reviewed and discussed vehicle fleet mix methodology for ABM exploratory tool development.
- Reviewed main scenarios for ABM exploratory tool development.

Goal 20: Reduce auto emissions by providing a commuter assistance/rideshare program and promoting alternative transportation to employers and commuters. Shifting transportation demand to nonpeak hours or other transportation modes, increasing vehicle occupancy rates, or otherwise reducing demand for roads.

Strategy: Provide vanpool subsidies to reduce commute costs.

- Processed vanpool subsidy invoice for vanpool program.

Goal 22: Develop Multimodal Components of the long-range RMAP, including the construction, planning, and design of on-road and off-road facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation

- GIS staff coordinated points for usage of ortho feature extraction by the RATP project.

Goal 26: Apply developed activity-based model (ABM) to support PAG’s planning efforts including RMAP and TIP. Deploy advanced transportation and congestion management technologies such as transportation system performance data collection, analysis, and dissemination systems.

- Reviewed and discussed vehicle fleet mix methodology for ABM exploratory tool development.
- Reviewed main scenarios for ABM exploratory tool development.

Goal 29: Evaluate the regional multimodal transportation performance through regional multimodal transportation system

- Reviewed and discussed literature of multimodal transportation data source performance measures and data source.

Other CRP-eligible Items

- Scope of work development for orthophoto feature extraction to support alternate modes of transportation gap/assets/needs assessment in order to inform the CRP.
- PAG staff began working with Kimley-Horn on the development of the Regional Active Transportation Plan per the approved contact by Regional Council. Efforts to put together a Technical Working Group to advise on the plan are underway.
- One response was received for the Dial-a-Ride and Microtransit Service Area Analysis RFQ that was re-released to three consulting firms from the SVMPO on-call list for planning services. A selection panel comprised of PAG staff and a subject matter expert reviewed the proposal. PAG will be entering into negotiations with the firm.
- Began DTA development project and discussed regional input data of the DTA model and initial set up of the model.
- Began development of 2023 traffic count report.
- Continued turning movement count estimation using a new machine learning algorithm.
- Reviewed and prepared relevant contract material and memo for PAG household travel study and assessment.

11 - Regional Integrated Watershed Planning

Goal 1: Fulfill Mandatory Designated Watershed Planning Responsibilities

- Reviewed air quality section of EPAC Environmental Issues List for 2024.
- Completed data request task for Business As Usual greenhouse gas emissions scenarios for PDEQ.
- Attended USDOT webinar: Up, Up, and Away: Innovations in Advanced Air Mobility.
- Attended US Conference of Mayors Local Infrastructure Hub: Charging and Fueling Infrastructure (CFI) Discretionary Grant Program webinar.
- Attended EPA MJO MOVES vehicle emissions modeling meeting.
- Attended EPA Arizona Agency PM2.5 Air Quality Standard Discussion.
- Attended PAG DTA Model Development and Implementation Kick-Off.
- Attended PAG Regional Active Transportation Plan - Kick-Off Meeting.
- Attended EPA Informational Webinars on PM2.5 Designations and Implementation Resources.
- Attended FY 2025-FY 2029 TIP Development - meeting to review internal tasks and review transportation conformity evaluation.
- An EPAC meeting was held where members were asked to recommend approval of the EPAC Top Environmental Issues List for 2024, which included items related to clean water and water quality.

Goal 2: Conduct a regional air quality planning program.

- Attended Sustainable Cities Network Federal Infrastructure Workgroup meeting.

12 - Regional Air Quality Planning

Goal 1: Fulfill mandated responsibilities for air quality modeling and planning

- An EPAC meeting was held where members were asked to recommend approval of the EPAC Top Environmental Issues List for 2024, which included items related to clean air and air quality.
- Continued work to automate overall process to estimate emissions using travel model output and MOVES model.
- Developed TIP forecast year (2035, 2045) TAZ inputs for air quality conformity.

44 - Regional Economic Vitality

Goal 2: Enhance the region's ability to compete in a global economy

- Continued participation in meetings and activities of the Making Action Possible (MAP) Dashboard.
- Attended the Making Action Possible (MAP) Dashboard meeting for MAP Infrastructure indicator review.

- An EPAC meeting was held where members were asked to recommend approval of the EPAC Top Environmental Issues List for 2024, which included items related to clean air and air quality.

36 - Regional Partnering Center Support

Goal 1: Provide staff and administrative support for oversight of RPC projects and programs

- Operated the Sabino Canyon Shuttle
 - Sabino Canyon Trips = 352
 - Bear Canyon Trips = 321
 - Total Passengers in February = 15,898
- Relocated two shuttles from Ajo operation for Bear Canyon
- Disposed of two retired shuttles for Bear Canyon

38 - Travel Reduction Program

Goal 1: Meet the goals and objectives and implement all the tasks and activities as described in the TRP Scope of Work for the ADEQ Air Quality Grant

Strategy: Manage web-based Annual TRP Employer Survey platform for major regional employer data collection and reporting.

- Internet-based employee survey on commuter behavior/alternative mode usage and summary reports.
- Collected employee surveys from 11 TRP companies totaling 5,133 employees in February through the online survey tool. Granted three extensions: Loews Ventana Canyon Resort, The Forum, Life Care Center of Tucson.

Strategy: Communicate and collaborate with program partners, ADEQ, PDEQ and member jurisdictions, on common goals and initiatives related to supporting regional commuters.

- Submitted final ADEQ billing and program activity summary for January 2024 expenses.
- Conducted outreach for zero activity TRP employers stressing compliance with local ordinances.
- Updated PAG budget tracking sheet for FY 2023-FY 2024 ADEQ Grant contract period.

39 - Commuter Services

Goal 1: Reduce auto emissions by providing a commuter assistance/rideshare program and promoting alternative transportation to employers and commuters

- Met with TripSpark (RidePro) representative to discuss platform functionality.

61 – Orthophotos

Goal 1: Coordinate data gathering and remote-sensing activities to enhance planning and decision making

- Ortho contractors delivered the 2023 acquisition for the GIS program to conduct final quality control and uploads.
- Confirmed updated TRP Task Force Membership for 2024-2026 term. Introduced new employer representatives to group.
- Held first of two required virtual TC Training sessions on Feb. 28 with 23 registrants.
- Submitted FY 2024-2025 Scope of Work and budget for review and approval to ADEQ prior to Feb 23, 2024, due date.

63 - Regional Modeling

Goal 3: Conduct Transportation Improvement Program (TIP) and the 2055 RMAP modeling and Title VI Analyses, as needed

- Continued review of inputs and outputs for 2055 RMAP modeling.
- Continued collection of information about known projects for 2055 RMAP employment information.
- Continued reviewing PADs for HU remaining capacity and commercial employment estimation.
- Initiated trip based TDM run process for 2029 TIP including TAZ data and roadway/transit network update.
- Attended AOEO CTS webinar.
- Estimate special generators for TIP 2029 forecast year.
- Applied Title VI Analysis.
- Facilitated PopTech meeting for RMAP update and review of population estimates.
- Reviewed information about known projects for 2055 RMAP employment information.
- Reviewed PADs for HU remaining capacity and commercial employment estimation.
- Continue to develop RMAP performance measures for equity and Justice 40.
- Developed TIP forecast year (2035, 2045) TAZ inputs for air quality conformity.

Goal 6: Evaluate the regional multimodal transportation performance through regional multimodal transportation system

- Conducted literature review for multimodal transportation system performance measures.

46 - RTA Support

Goal 1: Provide staff and administrative support for oversight of RTA projects and programs

Ortho contractors delivered the 2023 acquisition for the GIS program to conduct final quality control and uploads.

Transit contract management and reporting

- Continued contract compliance and monitoring for Total Ride/National Express.
- Conducted two RTA/Total Ride Operations Meetings.
- Continued to work with National Express and Second Generation for a successful transition of Western Pima County services.
- Collaborated with National Express to transfer vehicles to Sabino Canyon yard in order to continue Sabino Canyon's shuttle services.
- Monitored Key Performance Indicators (KPIs) with contractor and updated invoicing protocol.
- Worked with Total Ride/National Express to continue troubleshooting operational issues.
- Facilitated a series of meetings with management and operations staff of the contractor to brainstorm and develop an improved operational plan to improve on-time performance for regional fixed-route services.
- Met with National Express staff to discuss Sun Shuttle dial-a-ride trip length issues.

Transit planning and data analysis

- Monthly data reports reviewed and uploaded into internal database.
- Finalized final draft of the new quarterly booklet for Sun Shuttle services.
- Contributed to planning and finalizing the regional Comprehensive Operational Analysis.
- On-boarded new hire for the Management Analyst position.
- Completed and submitted the 2024 5311 grant application for operational funds for Sun Shuttle's rural transit services.
- Started a new timed connection analysis for fixed-route services.
- Attended meetings regarding the regional microtransit study.
- Met with Town of Marana stakeholders to discuss Route 413.
- Held and facilitated Transit Working Group meeting and public input meeting for FTA Grant 5311.

- Registered for AZTA's 37th Annual Transit Conference.

5310 planning

Goal 4: Develop Multimodal Components of the long-range RMAP

Strategy: Administer Mobility Management Program in partnership with ADOT under the ADOT MPD 5310 Transit Grant Agreement.

- Prepared for the Mobility Coordination Working Group meeting tentatively planned for March 12, 2024. Potential topics for the agenda include Planning for the Coordinated Plan Update, Operational Statistics for FFY2024, Regional Coordination, Discussions related to potential New or Expanded service projects for the FTA Section 5310 FY 2025 grant cycle.
- Worked on elements pertinent to the growth and development of the Ambassador Program administered by National Express.
- Attended the Statewide Mobility Manager's Meeting on Feb. 8, 2024.
- Offered facilitation support during the Ambassador's Meeting on Feb. 27, 2024.
- Developed a summary sheet outlining a proposed project, "Greater Accessibility Program (GAP)" pertinent to FTA Section 5310 funding for Mobility Management during the FY 2023 grant cycle. The summary included overall objectives and details pertinent to growth of regional volunteers via PCOA serving as volunteer drivers and personal accompaniment services for those unable to use fixed-route service and ineligible for paratransit services.
- Worked on the development of guidelines for Personal Care Attendants.
- Worked with ADOT/EQS to support agencies in their efforts to meet vehicle inspection compliance requirements and vehicle transfer requests.
- Worked with subrecipients regarding participating as presenters for the sessions at the upcoming 37th annual AzTA conference in Mesa.
- Ongoing development of efforts to share resources and best practices throughout the region.
- Development of potential approaches to coordinating with case managers across social service agencies and healthcare agencies to address the unique transportation needs of elderly and disabled in both urban and rural areas of the PAG region and incorporate strategies and/or data into the Pima Find A Ride website and potential support for regional disaster preparedness planning.
- Provided technical support to subrecipients regarding RTAP eligibility requirements, FTA guidelines pertinent to vehicle disposals.
- Worked with ADOT to provide technical assistance and updates regarding pending awarded non-modified vehicles in the PAG region.
- Worked with subrecipients regarding the submission of operational statistics for use in the updates to the PAG Public Transit – Human Services Coordinated Transportation Plan.

Strategy: Update Public Transit Human Services Coordinated Transportation Plan under the ADOT MPD 5310 Transit Grant Agreement.

- Began developing an outline of developmental and research-based tasks and prospective public comment initiatives pertinent to the major update to the PAG Public Transit – Human Services Coordinated Transportation Plan in 2024.

Goal 7: Enhance community engagement in and understanding of regional long- and short-range transportation plans and processes.

Strategy: Identify new stakeholders and coordinate group meetings/presentations throughout the region.

- Met with non-profits interested in seeking FTA Section 5310 funding and inclusion in the PAG Public Transit – Human Services Coordinated Transportation Plan.
- Prepared for the Mobility Coordination Working Group meeting tentatively planned for March 12, 2024. Potential topics for the agenda include Planning for the Coordinated Plan Update, Operational

Statistics for FFY2024, Regional Coordination, Discussions related to potential New or Expanded service projects for the FTA Section 5310 FY2025 grant cycle.

- Development of potential approaches to coordinating with case managers across social service agencies and healthcare agencies to address the unique transportation needs of elderly and disabled in both urban and rural areas of the PAG region and incorporate strategies and/or data into the Pima Find A Ride website and potential support for regional disaster preparedness planning.

Goal 19: Provide a resource where travelers can acquire real-time travel information

- Development of potential approaches to coordinating with case managers across social service agencies and healthcare agencies to address the unique transportation needs of elderly and disabled in both urban and rural areas of the PAG region and incorporate strategies and/or data into the Pima Find A Ride website and potential support for regional disaster preparedness planning.

47 - MainStreet Business Outreach and RTA Project Implementation

Goal 1: Assist businesses impacted by construction of RTA plan projects

Strategy: Identify and engage business impacted by transportation project construction before and throughout project implementation.

- Continued providing ongoing complimentary MainStreet Business Assistance Program outreach and direct consulting services to the 3,192 businesses located on 12 major RTA projects currently in construction or design. (Roadway Construction: #8, #16 (Phase 3&4); Roadway Design: #1 (Phase 2), #5 (Phase 2), #14, #15, #18 (Phase 3&4); #18 (Phase 5&6), #19 (Phase 2), #22, #25, #32 (Phase #5).
- Continued providing project update emails to current outreach area businesses with 12,097 project update emails sent January through December 2023

95 - Transportation Art by Youth Program

Goal: Enhance the transportation experience, improve the quality of life within the community, and strengthen community identity, while also providing education and opportunity for local youth to create public art

- Program administration, including maintenance and implementation of procedures and policies that facilitate public TABY installations.
- Jurisdictional support in the development of approved projects.

Communication #3797

SUBJECT: Contracts and Agreements Report

Meeting	Meeting Date	Agenda Category	Agenda Item #
Regional Council	April 4, 2024	Consent Information	5b

REQUESTED ACTION/SUGGESTED MOTION

This is an information item.

ASSOCIATED OWP WORK ELEMENT/GOAL

Work Element, 1300, Administration

SUMMARY

- The PAG Contracts and Agreements Report for the period January 1, 2024 – February 29, 2024 is presented.
- The report contains information on contracts and agreements with a value of up to \$50,000 that were started, extended or concluded.

PRIOR BOARD AND/OR COMMITTEE ACTION

None.

FINANCIAL CONSIDERATIONS

- 2 new contracts are reported.
- 0 extended contract was reported.
- 0 concluded contracts were reported.

TECHNICAL, POLICY, LEGAL OR OTHER CONSIDERATIONS

None.

ATTACHED ADDITIONAL BACKUP INFORMATION

PAG Contracts and Agreements Report for January 1, 2024 – February 29, 2024.

Staff Contact/Phone

Farhad Moghimi, (520) 792-1093, ext. 4420
 Roy Cuaron, (520) 792-1093, ext. 4470



Pima Association of Governments

Contracts and Agreements Report

1/2/2024 - 2/29/2024

New Contracts

Contract Number	Contractor	PAG Staff	Agency	Start Date	End Date	Amount	Program/Project
24-013-00	Kimley-Horn	Hannah Oden	PAG	1/26/2024	4/30/2025	\$596,992.00	Regional Active Transportation Plan (RTAP)
24-012-00	Caliper Corporation	James Tokishi	PAG	2/1/2024	4/30/2025	\$199,855.00	DTA Model Development & Implementation
						<u>Total</u>	<u>\$796,847.00</u>

Extended Contracts

Contract Number	Contractor	PAG Staff	Agency	Start Date	End Date	Amount
						<u>Total</u>

Concluded Contracts

Contract Number	Contractor	PAG Staff	Agency	Start Date	End Date	Amount
						<u>Total</u>

Communication #3798

SUBJECT: Household Travel Study and Assessment Contract

Meeting	Meeting Date	Agenda Category	Agenda Item #
Regional Council	April 4, 2024	Action	6

REQUESTED ACTION/SUGGESTED MOTION

The Regional Council is asked to authorize the executive director to negotiate and execute a contract with the amount not to exceed \$1,606,058 with ETC Institute to provide a Household Travel Study and Assessment for updating travel patterns of a travel demand model with post-COVID travel behavior and analyzing the impact of travel patterns on air quality.

ASSOCIATED OWP WORK ELEMENT/GOAL

Work Element 40, Transportation Activities

SUMMARY

The Household Travel Study and Assessment is encouraged to be completed at the regional level by the Metropolitan Planning Organizations (MPO). The proposed assessment specifically for Pima Association of Governments (PAG), plays a crucial role in modeling travel patterns and contributing to the achievement of greenhouse gas reduction targets required by the Federal Highway Administration (FHWA). The survey serves as a foundational element in regional planning, aiding in the understanding of trends and patterns in travel behavior within the PAG region.

The insights gained from this survey are integral to various aspects of regional planning, including transit, Title VI compliance, and air quality considerations. By collecting comprehensive data on household travel behavior, the project supports PAG in its efforts to meet mandatory short- and long-range transportation planning requirements. Additionally, the study results help fulfill modeling and data requests from member jurisdictions, enabling a range of traffic studies and projects.

Updated and accurate data collected by such a survey remains a cornerstone of PAG's travel demand models, which include a new activity-based model. Conducting this survey every 10 years allows for an in-depth understanding of how regional residents move in their daily lives, contributing to the region's recently mandated efforts to curtail vehicular carbon emissions.

The project's primary focus areas, including the evaluation of existing supplement data, examination of air quality and sustainability aspects, and the design and conduct of the survey, highlight the comprehensive nature of the effort. The recommended minimum sample size of 1% for a population of over 1 million ensures statistical reliability in the data collected, while the oversampling strategy for transit passengers and college students may be needed to address specific demographic considerations.

Given the significant shifts in travel behavior post-pandemic, including remote work trends, mode shifts, and advancements in technology, updating the foundational modeling data becomes more imperative than ever. Relying solely on the 2009 National Household Travel Survey (NHTS) could lead to inaccuracies in reflecting current regional travel behavior and mobility patterns. This project aims to address these challenges by collecting better, recent and post-COVID travel behavior data for the PAG region, aligning the modeling efforts with real-world data to provide accurate insights into the impacts of the transportation sector on air quality, equity, and overall transportation planning. Through meticulous data collection, analysis, and integration, this project will contribute significantly to achieving the FHWA's greenhouse gas reduction targets and enhancing the sustainability of regional transportation systems.

PRIOR BOARD AND/OR COMMITTEE ACTION

Listed as "Household Travel Survey" in Table 6 budget approved for FY 2024 and FY 2025 PAG OWP on May 25, 2023.

FINANCIAL CONSIDERATIONS

Upon Regional Council approval, staff will finalize a fee proposal and enter into a contract with ETC Institute. Contract amount not to exceed \$1,606,058. Expenditures will occur during FY 2024 and may extend into FY 2025.

TECHNICAL, POLICY, LEGAL OR OTHER CONSIDERATIONS

ADOT Carbon Reduction Strategy to FHWA of Nov. 15, 2023, details eligible PAG CRP strategies within the Transportation Activities and Regional Modeling work elements in line with the ADOT CRP eligible projects list.

ATTACHED ADDITIONAL BACKUP INFORMATION

The scope of work for the contracted services is attached.

Staff Contact/Phone	<p>Farhad Moghimi (520) 792-1093, ext. 4420 David Adler, (520) 792-1093, ext. 4443 Hyunsoo Noh, (520) 792-1093, ext. 4457 Yunemi Jang, (520) 792-1093, ext. 1458</p>
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Attachment A1:



SCOPE OF WORK

PAG Household Travel Study and Assessment

PURPOSE

Since the 2009 national household travel survey (NHTS) add-on conducted, PAG has been focusing on the model development and maintenance of transportation models using additional data sources which includes StreetLight data and Census Bureau data such as The American Community Survey (ACS) and The ACS Public Use Microdata Sample (PUMS).

Transportation is one of the major sources of greenhouse gas emissions, and auto dependency of travel behavior has a significant impact on climate change. Daily travel behavior has been influenced by current technological advancements across various domains, including the working environment, transportation mode, e-commerce, and the adoption of electric vehicles. Furthermore, the COVID-19 pandemic transformed daily travel behavior in terms of change in mode choice and trip frequencies, and it influences current mobility pattern.

As updating the existing old travel patterns and incorporating the newly transformed post-COVID travel behaviors, this household travel study and assessment focuses on collecting post-COVID travel behavior patterns to understand how regional travel behavior has been evolved and affect to air quality and to improve PAG transportation planning models with the collected travel behaviors.

OBJECTIVES

With the purpose addressed above, PAG is considering two major objectives to represent the characteristics of the regional households and their travel patterns. First, a survey design evaluation includes not only the household travel survey (HTS), but also the other supplemental surveys. PAG

considers roughly 1% sample of population or households. And, there are supplemental surveys such as 2019 and 2022 regional transit on-board survey, continuous annual employee commuting survey by PAG's travel reduction program (TRP), and collected crowd-sourcing data. Second, considering the concern on climate change and greenhouse gas emissions, the HTS highlights the changes in travel modes compared to the previous survey results, and incorporates preferences for sustainable transportation options to develop a strategic transportation plan for promoting modal shift towards more environmentally friendly transportation in the future.

TASKS

Task 1: Introduction

ETC will conduct a kickoff meeting within 15 business days of receiving a "Notice to Proceed", at which time we will discuss the schedule and key elements of the work approach, discuss the work plan, project management roles, data quality control/assurance plan, responsibilities and discuss methods for reporting work plan progress to the PAG Team.

The ETC Team will then develop a detailed project management plan, including:

- Communication protocols for the project along with proposed meeting schedule
- Defined roles and responsibilities for all involved parties
- A review of deliverables timeline for PAG staff.
- Enumeration of QA/QC procedures and protocols, including a description of data privacy and data protection procedures throughout the project.
- Internal and external communication plan
- Determine air quality and sustainability subject matter experts to ensure proper data capture of those areas
- Resources that the PAG Team will need to provide

ETC will provide project management details via a real-time web link to help promote clear communication among all parties. In addition to the real-time link, ETC will provide weekly/monthly updates via email with attached documents and schedule updates.

A separate, targeted Work Plan can be drafted by the ETC Team after the PMP is developed to obtain clarity on each project Task. This approach is taken to help facilitate faster reviews and to keep the PMP focused on protocols and expectations, while the Work Plan is focused on the scope of work and therefore can require additional discussion and review.

- **Deliverables:**
 - Kickoff meeting minutes and action items

- Draft and Final Project Management and Work Plan
- Draft and Final Quality Control Plan
- Begin regular project status and schedule update meetings
- Begin Weekly fielding status reports

Task 2: Evaluation of Existing Supplement Data and Integration

The ETC Team, particularly WSP, will review and evaluate the existing supplemental data being used by PAG. Their review will determine the ability to integrate and enrich this survey collection effort. By fusing the high-resolution travel survey data with Streetlight data, our team can likely create a “big survey” dataset that expands the survey data, with improved coverage and representativeness, and, by leveraging WSP’s expertise in machine learning, enrich the big data by inferring trip purposes and modes.

- **Deliverables:**
 - Task report for evaluation of existing supplemental data and the possibility of integration.
 - Study Materials, including draft questionnaire, sampling plan, & respondent materials in English.

Task 3: Survey Design

In this task, the ETC Team will work closely with the PAG Team to design the survey instrument, develop data collection methods, sampling methods, and a sampling plan. Target performance measures will be proposed.

- In designing the survey instrument for this project, the ETC Team will collaborate with PAG modeling staff to draft and finalize an Excel file listing all key data elements for household, person, vehicle, travel/activity, air quality and sustainability. The ETC team will ensure survey questions are clear, effective, and inclusive for all participants.
- The collection of household travel survey data will be through 3 primary methods: smartphone application, Internet-based/online collection tools including custom CATI system.
- Air quality and sustainability aspects will be appropriately addressed by working alongside the subject matter experts to support sustainability initiatives.
- The ETC Team will provide a dashboard for monitoring complete surveys by sampling goals, etc. Also, weekly/monthly interim reports will be provided to share survey progress, sample disposition, and data summary for key data elements. The ETC Team will administer the incentive program. Data collection will be continued until the sampling goals for the survey are met.

- **Deliverables:**
 - Task report of survey design and targets.
 - Study Materials, including final questionnaire, sampling plan, and respondent materials in Spanish.

Task 4: Pilot Test and Evaluation

In this task, the ETC Team will recruit households and conduct a pilot test household travel survey of 75 households. It will be used for setting incentive amounts and developing orientation guides for a call center. It can also help catch typos or minor items which can be useful.

- **Deliverables:**
 - Update Task 3 tools and methods as necessary, based on pilot test results and evaluation.

Task 5: Recruit and Survey

In this task, the ETC team will recruit households and conduct household travel survey. It includes 4,800 household travel surveys broken down into 4,200 randomly sampled households and 600 additional household travel surveys used to specifically target households that include transit riders, households that include a student from the University of Arizona, and households that include a student from Pima Community College.

Prior to conducting a survey, ETC Institute will perform training for interviewers and data entry personnel over a two-day period. ETC also will maintain a dashboard that is displayed in the call center that provides information regarding the calling effort. Also, ETC actively monitors data collection during its field and household travel collection processes to ensure superior data quality and distribution as well as facilitate successful individual performance review. ETC Institute will administer the household survey in accordance with the approved items and procedures developed during previous tasks. ETC will check, edit, and validate the household, travel, person, vehicle and recruitment data including employing the quality assurance/control plan developed previously. ETC will conduct a public outreach effort with the support of the PAG Team. The ETC Team will provide weekly reporting of survey progress and sample disposition, administer the incentive program, and continue collection until the sampling goals for the survey are met.

- **Deliverables:**
 - Update survey results through a contractor-developed household travel survey webpage or other medium with the achievement of sampling targets.

- Begin data collection (assuming approximately 4200 household travel surveys)
- Collection Dashboard
- Interim datasets delivered as necessary

Task 6: Review of the Survey

In this task, ETC institute will conduct internal review of the data collection, analysis of the survey results, and discussion with PAG peers about the survey. After all survey goals have been completed, and all data has been internally approved, the ETC Team will analyze the data and prepare the report. Before the ETC Team begins the report, the team will provide a report outline for approval, and the PAG peers will have a discussion on the survey results before finalizing it.

- o **Deliverables:** Review and peer discussion report

Task 7: Documentation

Survey outputs and summary results will be provided. All survey results will be summarized in a final report which will include reports of individual task, travel behavior analysis incorporated with other supplemental data, and developed codes for data analysis and data management.

- o **Deliverables:**
 - Final report
 - Draft and final weighted datasets
 - Data Codebook and Data Users Guide
 - Developed codes for data analysis and data management

Management Plan and Schedule

This project will be managed by Yunemi Jang, PM at PAG. The PAG PM and ETC Institute will meet regularly according to phase stage. All outcomes and input and output data will be shared with others or submitted to a journal upon approval. A maximum of 14 months is anticipated for the completion of this project.

Project Schedule

Tentative Timeline: 4/5/2024 – 5/31/2025 (14 months)

	Task 1: Introduction	Task 2: Evaluation of Existing Supplement Data and Integration	Task 3: Survey Design	Task 4: Pilot Test and Evaluation	Task 5: Recruit and Survey	Task 6: Review of the Survey	Task 7: Documentation
April-24							
May-24							
Jun-24							
Jul-24							
Aug-24							
Sep-24							
Oct-24							
Nov-24							
Dec-24							
Jan-25							
Feb-25							
Mar-25							
April-25							
May-25							

- Note:
- : Phase 1 (weekly meetings)
 - : Phase 2 (bi-weekly meetings)
 - : Phase 3 (meetings as necessary)
 - : Phase 4 (bi-weekly meetings)

Budget by Task

Task	Key Personnel	Cost	%
Task 1: Kick-off Meeting	Chris Tatham (ETC), Nick Jones (ETC), David Ory (WSP), Sara Khoeini (WSP)	\$36,534.22	3.05%
Task 2: Evaluation of Existing Supplement Data and Integration	Chris Tatham (ETC), Nick Jones (ETC), David Ory (WSP), Sara Khoeini (WSP)	\$12,418.73	1.04%
Task 3: Survey Design	Chris Tatham (ETC), Nick Jones (ETC), David Ory (WSP), Sara Khoeini (WSP)	\$78,001.85	6.52%
Task 4: Pilot Test and Evaluation	Chris Tatham (ETC), Nick Jones (ETC), David Ory (WSP), Sara Khoeini (WSP)	\$56,937.89	4.76%
Task 5: Recruit and Survey	Chris Tatham (ETC), Nick Jones (ETC)	\$892,258.70	74.57%
Task 6: Review of the Survey	Chris Tatham (ETC), Nick Jones (ETC), David Ory (WSP), Sara Khoeini (WSP)	\$83,539.94	6.98%
Task 7: Documentation	Chris Tatham (ETC), Nick Jones (ETC), David Ory (WSP), Sara Khoeini (WSP)	\$36,813.30	3.08%
Total Budget		\$1,196,504.63	100.00%

*Costs shown above include overhead rates, additional personnel costs (including programming), other direct costs, fringe, and fixed fee costs. The project won't exceed the total budget shown.

Hours by Task/Team(Key Personnel)

Task	Chris Tatham-ETC	Nick Jones - ETC	Dave Ory - WSP	Sara Khoeini - WSP	Total Hours**
Task 1: Introduction	24	80	2	8	198
Task 2: Evaluation of Existing Supplement Data and Integration	12	10	4	10	58
Task 3: Survey Design	24	80	4	20	492
Task 4: Pilot Test and Evaluation	30	50	2	10	360
Task 5: Recruit and Survey	110	300	0	0	6,375
Task 6: Review of the Survey	25	70	15	75	531
Task 7: Documentation	15	40	0	0	274
Total Hours	240	630	27	123	8,288

**Total Hours by task includes additional personnel (see Attachment A2).

Budget by Task/Team(Key Personnel)

Task	Chris Tatham-ETC	Nick Jones - ETC	Dave Ory - WSP	Sara Khoeini - WSP	Total Budget***
Task 1: Introduction	\$2,251.44	\$5,792.00	\$226.76	\$496.39	\$36,534.22
Task 2: Evaluation of Existing Supplement Data and Integration	\$1,125.72	\$724.00	\$453.52	\$620.48	\$12,418.73
Task 3: Survey Design	\$2,251.44	\$5,792.00	\$453.52	\$1,240.97	\$78,001.85
Task 4: Pilot Test and Evaluation	\$2,814.30	\$3,620.00	\$226.76	\$620.48	\$56,937.89
Task 5: Recruit and Survey	\$10,319.10	\$21,720.00	-	-	\$892,258.70
Task 6: Review of the Survey	\$2,345.25	\$5,068.00	\$1,700.70	\$4,653.62	\$83,539.94
Task 7: Documentation	\$1,407.15	\$2,896.00	-	-	\$36,813.30
Total Budget	\$22,514.40	\$45,612.00	\$3,061.26	\$7,631.94	\$1,196,504.63

***Total amounts per task include overhead rates, other direct costs, and additional personnel costs (see Attachment A2).

Communication #3799

SUBJECT: Dial-a-Ride and Microtransit Service Area Analysis contract

Meeting	Meeting Date	Agenda Category	Agenda Item #
Regional Council	April 4, 2024	Action	7

REQUESTED ACTION/SUGGESTED MOTION

The Regional Council will be asked to authorize the Executive Director to negotiate and execute a contract for professional services between PAG and Kimley-Horn and Associates to complete a dial-a-ride and microtransit service area analysis with the amount not to exceed \$900,000.

ASSOCIATED OWP WORK ELEMENT/GOAL

Work Element, 40, Transportation Activities

SUMMARY

PAG’s adopted FY 2024 and FY 2025 Overall Work Program (OWP) outlines planning activities funded through the new carbon reduction-eligible planning activities under the IIJA.

The CRP planning activities are detailed under Work Element 40 – Transportation Activities. This includes a dial-a-ride and microtransit service area analysis to be completed during FY 2024-25 (\$750,000).

As the region’s designated metropolitan planning organization (MPO) and FTA’s designated transit planning agency, PAG is responsible for studying and identifying transit service needs and opportunities for service expansion.

Dial-a-ride and microtransit services are key to reducing carbon emissions and improving air quality in the PAG region by providing alternatives for single occupancy vehicle travel in areas not served by fixed-route transit systems. This effort aligns with other regional plans and PAG’s Long-Range Regional Transit Plan to support expanded service options. Example benefits include, but are not limited to, the number of single-occupancy car trips replaced by a dial-a-ride or microtransit services, carbon reductions, anticipated improvement to air quality from an environmental and public health perspective, and the potential for convenient and streamlined mobility options for

community members where there are gaps in the existing regional transit service coverage.

A Request for Qualifications was released in January 2024 to three firms identified in the SVMPO consultant on-call list. One response was received to the solicitation in February 2024.

Kimley-Horn was selected from the SVMPO On Call List for Planning Services based on qualifications and a fee proposal from a selection panel comprised of PAG staff and subject matter experts.

Additionally, PAG has been awarded a \$250,000 Statewide Transit Planning 5305 Grant from ADOT to develop a comprehensive Transit Planning Study for the Picture Rocks and Vail areas. The Federal Aid Project Number is MPD-G-024 and the Project Number is PMP24G3P. The Scope of Services includes this study.

The contract and Scope of Services is provided with this memo with a fee amount not to exceed \$900,000. The anticipated completion date for the project is April 2025.

Key elements of the Dial-a-Ride and Microtransit Service Area Analysis include:

- A comprehensive analysis of existing conditions, including dial-a-ride operations, and a mobility needs assessment
- Feasibility analysis of transitioning dial-a-ride service to microtransit and new microtransit service areas to provide increased mobility options
- Identification of opportunity areas where new microtransit service could be implemented
- An implementation plan for potential new microtransit service areas including booking system upgrades
- Recommendations for all transit service providers
- Robust public outreach and engagement
- A comprehensive Transit Planning Study for the Picture Rocks and Vail areas

PRIOR BOARD AND/OR COMMITTEE ACTION

FY 2024 and FY 2025 PAG OWP Approval, May 25, 2023

FINANCIAL CONSIDERATIONS

Funding in the OWP for FY 2023-24 is \$750,000. Additional funding recently awarded through the 5305 Statewide Transit Planning Grant is \$250,000.

TECHNICAL, POLICY, LEGAL OR OTHER CONSIDERATIONS

None.

ATTACHED ADDITIONAL BACKUP INFORMATION

Project scope of services.

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**Pima Association of Governments (PAG)
Dial-a-Ride and Microtransit Service Area Analysis**

Scope of Services for Proposal

Prepared: 03/25/2024

TASK 1. CREATION OF A NEW MICROTRANSIT PLAN

Task 1.1. Microtransit Goals and Objectives, Performance Metrics, and Service Criteria

CONSULTANT will develop a list of goals, objectives, performance metrics, and service criteria for evaluating and implementing new microtransit services and converting existing Dial-a-Ride services to microtransit in Pima County. The microtransit goals and objectives will rely on existing plans and policies and focus on providing enhanced transit access in underserved communities and improving first and last-mile connectivity to fixed route transit. The goals and objectives will guide the development of performance metrics and service criteria for evaluating the feasibility of implementing new microtransit services or the potential conversion of existing Dial-a-Ride zones to microtransit. The performance metrics and service criteria will be grouped into the following categories and could include:

- **Service levels:** ridership, service coverage, passenger wait times, journey times, vehicle utilization, fares, pick-up/drop-off locations (curb-to-curb or virtual stop)
- **Financial:** capital and operating cost, cost per rider, cost per vehicle revenue hour
- **Environmental:** vehicle-miles traveled (VMT) and greenhouse gas emissions (GHG) reductions

CONSULTANT will work with PAG to develop content for a public-facing project website which will be updated throughout the planning process and serve as a repository for project deliverables and a launch point for project data and outreach. This website will be hosted on the PAG website and will link to external virtual engagement opportunities as needed. CONSULTANT will also create a web-based dashboard that will feature key geospatial datasets, microtransit opportunity zones, and ridership estimates. The dashboard will be created in ArcGIS Online with access available to PAG staff.

Task 1.2. Mobility Needs Assessment and Microtransit Opportunity Zones

CONSULTANT will conduct a high-level mobility needs assessment for Pima County to evaluate the suitability for microtransit implementation across the County. The needs assessment will utilize data to identify gaps in transit service coverage and access and travel behavior for various demographic groups. CONSULTANT will use the needs assessment to identify and prioritize microtransit opportunity areas. The prioritization process will group opportunity zones into high, medium, and low priority areas using a range of metrics including concentrations of population and employment, low-

income residents, zero-car households, short single-occupant vehicle (SOV) trips, and levels of transit access. CONSULTANT will develop near-term (2024) microtransit ridership forecasts for each opportunity zone using fare assumptions, 2023/2024 Replica trip data, and empirical data representing microtransit “capture rates” (percentage of total trips that are expected to shift to microtransit) developed from other microtransit deployments. The analysis will incorporate data and outputs from PAG’s activity-based model (ABM) and other available survey data. No long-term forecast will be developed as part of this study.

Task 1.3. Outreach

CONSULTANT will conduct a round of public and stakeholder outreach as part of Task 1 to understand transportation needs across Pima County and how microtransit can improve mobility. This outreach will align with PAG’s Regional Active Transportation Plan (RATP), which will be operating along a similar schedule. The outreach activities between the projects will be coordinated as much as possible to share resources and streamline activities and events. The public outreach will consist of up to six (6) virtual or in-person community meetings/workshops spread across Pima County. The CONSULTANT will also identify a Technical Working Group (TWG) consisting of staff from PAG, RTA, and local jurisdictions to provide input and strategic guidance at up to two (2) meetings during Task 1 and up to two (2) meetings during Task 2. The final format (number and location of activities) for the outreach will be determined at the beginning of the project. The outreach will:

- Inform the community of how microtransit works, its benefits, and present scenarios for how it can best be deployed across Pima County.
- Present the needs assessment findings and opportunity zones from Task 1.2 to the public.
- Solicit community feedback on specific mobility needs and barriers, the location of key destinations and activity nodes, the process and prioritization of zones, and the general preferences and attitudes towards using on-demand microtransit services. This information will be used as input to the Implementation Plan in Task 1.6.

Task 1.4. Microtransit Service Models

CONSULTANT will utilize the needs assessment and the public outreach feedback to develop microtransit “use cases” and align these with microtransit service models and their application across Pima County. Use cases provide critical information on travelers, how they interact and utilize transportation services, and their travel preferences and mobility needs. Use cases help inform the microtransit service offerings and how the services can be operated. Service models define the type of microtransit service and its characteristics such as the operator, vehicle type and fleet mix, drivers, pick-up/drop-off locations and curb requirements, pricing, software, technology requirements, etc.

Task 1.5. Microtransit Service Planning

CONSULTANT will develop microtransit service plans for the high priority opportunity areas that include fleet requirements, infrastructure requirements, and capital and operating costs. The service planning analysis utilizes a microtransit ride matching and route optimization model that determines the number of vehicles required to serve the estimated number of microtransit trips. The model utilizes a ride matching and route optimization and simulation tool developed by Kimley-Horn based on NextBillion, a web-based ride matching and route optimization Application Programming Interface

(API) used to simulate microtransit operations. The tool matches microtransit rides with similar origins and destination in similar time windows and then optimizes the dispatch and routing of a vehicle fleet to produce a solution that minimizes cost subject to a range of time constraints.

The model estimates service levels, wait times and vehicle occupancies, fleet requirements, and performance metrics such as vehicle revenue hours and vehicle-miles traveled (VMT). CONSULTANT will develop capital and operating costs for vehicles, drivers, fuel or charging, storage, curbside infrastructure, IT system requirements, maintenance, customer service, and other ancillary costs. The service planning analysis will also include an assessment of how the proposed microtransit services could impact mode shift, VMT reductions, and greenhouse gas (GHG) emissions/carbon reductions.

Task 1.6. Implementation Plan

CONSULTANT will develop an implementation plan that includes a detailed matrix outlining the required steps for microtransit planning, design, procurement, permitting, operation, and monitoring. The implementation roadmap will include various technical, financial, and service requirements such as procurement processes, expansion options, regulatory guidance, public agency coordination/governance, customer service, software implementation, security, vehicle maintenance, infrastructure, operator facilities and storage, marketing and outreach, employer and community partnerships, unbanked or non-smartphone populations, data standards/privacy, and grant funding and revenue opportunities.

Deliverables:

- Task 1 analysis memorandum and implementation plan matrix/roadmap
- Kick-off meeting and virtual bi-weekly coordination calls
- Public outreach virtual/in-person community meetings/workshops
- TWG meetings
- Project website and ArcGIS Online dashboard

TASK 2. UPGRADE OF RTA'S GENERAL PUBLIC DIAL-A-RIDE AREAS TO MICROTRANSIT

Task 2.1. Evaluate Current Dial-a-Ride Operations

CONSULTANT will utilize the data, metrics, and tools developed in Task 1 to evaluate the existing Dial-a-Ride operations and assess the potential to convert these services to microtransit if there are cost and ridership benefits compared to Dial-a-Ride. The analysis will also assess the potential to extend these on-demand services into other parts of Pima County including Picture Rocks, Vail, Corona de Tucson, and other underserved areas. The evaluation will include Dial-a-Ride ridership and cost data and will require coordinating with staff from PAG area transit providers to understand the opportunities and constraints facing Dial-a-Ride operations and identify ways to improve the transit experience, enhance service efficiency, and grow ridership through microtransit.

Task 2.2. Evaluate Upgrading the Microtransit Booking Systems

CONSULTANT will utilize the microtransit analysis tools from Task 1 to simulate and assess the ridership, operations, and cost impacts of implementing on-demand microtransit requests within the Dial-a-Ride service areas. The analysis will consider modifications to the Dial-a-Ride service area, pricing, span of service, vehicle type, and technology.

Task 2.3. Task 2 Public Outreach

CONSULTANT will conduct a second round of outreach as part of Task 2 to understand the specific mobility needs in the Dial-a-Ride areas and to assess the suitability for converting these services to microtransit. The outreach will include up to four (4) community meetings, which the team will try to align with the RATP outreach activities. CONSULTANT will hold up to two (2) TWG meetings that focus on the Dial-a-Ride analysis and findings. The final format for the outreach will be determined at the start of the project.

Task 2.4. Technology, ADA, Title VI, and Safety Assessment

CONSULTANT will assess the technological requirements for Dial-a-Ride and microtransit, which include the smartphone apps, real-time information, vehicle and rider tracking, communications provided to riders through various channels, and other booking options such as call centers or websites. The assessment will also assess ADA and FTA Title VI requirements to identify if there are any transit equity impacts associated with potential changes to Dial-a-Ride services. This task also includes an assessment of ADA-compliant features related to smartphone applications, other booking technologies, and vehicles. CONSULTANT will evaluate safety protocols related to riders, drivers, and data privacy.

Task 2.5. Local Transit Integration

CONSULTANT will evaluate existing fixed route transit service in the Dial-a-Ride and microtransit zones and identify opportunities for integrating fixed route with these new services to fill gaps in the existing network, expand the reach of transit, provide additional transit options, and create first/last-mile connectivity to major routes and transit hubs. Dial-a-Ride and microtransit can grow transit ridership by funneling riders to existing services and expanding the reach of the fixed route transit network. The Dial-a-Ride and microtransit recommendations from this study can support ongoing work by local transit agencies on Comprehensive Operations Analysis (COAs), which are assessing changes to the transit network.

Deliverables:

- Task 2 analysis memorandum
- Public outreach virtual/in-person community meetings/workshops
- TWG meetings
- Updates to the project website and dashboard

TASK 3. DEVELOP A COMPREHENSIVE TRANSIT PLANNING STUDY FOR VAIL AND PICTURE ROCKS

PAG has received a 5305 Statewide Transit Planning Award from ADOT to develop a comprehensive Transit Planning Study for the Picture Rocks and Vail areas. The Federal Aid Project Number is MPD-G-024 and the Project Number is PMP24G3P. Task 3 will include the scope of the award and will be included in the larger Dial-a-Ride and Microtransit Service Area Analysis.

TASK 4. RECOMMENDATIONS

Task 4.1. Develop Microtransit Planning Study

CONSULTANT will combine the findings and recommendations from Tasks 1, 2, and 3 to develop a comprehensive Microtransit Planning Study that provides a decision-making framework for the planning and implementation of new microtransit services across Pima County and for assessing the viability of modifying existing Dial-a-Ride services or converting these services to microtransit. The Study will provide a comprehensive analysis of potential microtransit service areas that will include local demographics, travel behavior and rider profiles, microtransit ridership estimates and service recommendations. The Study will incorporate a scenario analysis that evaluates the costs and benefits of deploying microtransit in various zones and its impacts on local transit and other mobility services including Dial-a-Ride. The Study will also consider scenarios with and without RTA Next funding.

The Study will summarize service planning recommendations for new microtransit zones and changes to Dial-a-Ride services, modifications to existing transit and other transportation infrastructure, policy considerations related to fares and transit access and equity, and implementation actions related to technical, financial, and operational considerations.

The CONSULTANT will deliver a draft version of the Study for review by PAG staff. CONSULTANT will update the Study based on one set of consolidated comments and issue a final version for adoption by the PAG Regional Council.

Task 4.2. Presentations to Boards and Committees

CONSULTANT will conduct up to six (6) virtual presentations to PAG member agency city council or planning commission meetings as directed by PAG. These presentations will be spread throughout the study to inform local stakeholders of the process and findings. These presentations are expected near the mid-point and at the end of the study.

Deliverables:

- Draft/Final Microtransit Planning Study
- Presentation materials
- Attendance at meetings of Boards and Committees

Communication #3800

SUBJECT: Orthophoto Feature Extraction Contract to Map Active Transportation Infrastructure

Meeting	Meeting Date	Agenda Category	Agenda Item #
Regional Council	April 4, 2024	Action	8

REQUESTED ACTION/SUGGESTED MOTION

The Regional Council will be asked to authorize the Executive Director to execute a contract with Ecopia Tech for Orthophoto Feature Extraction with the amount not to exceed \$400,000.

ASSOCIATED OWP WORK ELEMENT/GOAL

Work Element, 40, Transportation Activities

SUMMARY

The adopted PAG long-range regional transportation plan known as RMAP recommends safe and expanded active transportation infrastructure. Funding availability is expected to increase to help improve the health, livability and sustainability of the region. However, consistent regional active modes data is not yet available and is needed to enable an infrastructure gap assessment for active modes of transportation.

Land cover and transportation geometries will be created by developing a model to extract and classify features from orthophotography across eastern Pima County’s urban area including but not limited to vector data for sidewalks, bike lanes, medians, driveways, edge of pavements, pervious areas, parking lots, tree canopy and vegetation, along with width attributes. This unique, cost-effective method of feature delineation meets the needs of our fast-paced project timelines and continues the data development effort initiated by the Sun Cloud portal project in early 2023.

This data will support many other jurisdictional and PAG projects across the region. This feature extraction data project will extend the value of the current orthophoto program. The data will support an update to PAG’s 2010 regional sidewalk inventory, facilitate improvements to bike and pedestrian level of stress analysis and be utilized in an activity-based model dashboard along with other multimodal planning analysis.

Those analyses will enable development of a regional Active Transportation Plan for use of alternative modes which ultimately will support the carbon reduction goals to be developed by the PAG Regional Council later in 2024.

This effort also will support facility asset monitoring and maintenance inventory efforts for our local members and be utilized through PAG tools such as the Sun Cloud portal which assists communities large and small to make data-driven urban design and infrastructure planning decisions and to better serve our residents.

To assess the connections between infrastructure data layers and end user needs or risks, this data extraction is essential. Data assessments and future similar data acquisitions will enable tracking of progress and trends toward goals in the region's performance measures.

The PAG region is developing a foundation for increasing its multimodal transportation options and availability which will result in measurable carbon reductions, carbon and heat mitigations, and climate resilience.

PRIOR BOARD AND/OR COMMITTEE ACTION

Listed as Orthophoto Feature Classification in Table 6 budget for FY 2024 and FY 2025 PAG OWP approved, May 25, 2023.

Dec. 7, 2023 Carbon Reduction Strategies Update.

FINANCIAL CONSIDERATIONS

The budget for this contract item is in the OWP Table 6 for \$413,000 over two years.

In compliance with Section 5.2 of the PAG's Procurement Policy, this contract has been secured with a sole service provider. This decision is based on the impracticality of soliciting competitive bids, primarily due to the proprietary nature of the work that has already been developed through prior procurement activities that the contractor conducted for Sun Cloud. Specifically, the utilization of a particular technology is deemed essential, emphasizing the advantages of standardization. Furthermore, the acceptance of substitute technologies is deemed impracticable, given the unique nature of the sought-after product.

The fee proposed by Ecopia Tech came in at \$284,472. However, additional budget capacity is needed as the work commences for additional features or coverage to be determined later.

TECHNICAL, POLICY, LEGAL OR OTHER CONSIDERATIONS

ADOT Carbon Reduction Strategy to FHWA of Nov. 15, 2023, details
 PAG’s CRP projects/strategies within the Transportation Activities, Travel
 Reduction, Commuter Services, and Regional Modeling work elements in line with
 the ADOT CRP eligible projects list.

ATTACHED ADDITIONAL BACKUP INFORMATION

- Scope of Work
- Sole Source Justification Memo
- Example Data Visualization

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APPENDIX A: Scope of Work

Title of project

PAG Orthophoto Feature Extraction and Classification

Introduction

The Scope of Work identifies a single data product requested by the Pima Association of Governments for their GIS (Geographic Information Systems) program. The request is for transportation and impervious feature classification data for the 1,408 square mile extent of urban Eastern Pima County, which includes the greater Tucson metro area.

Brief description of project

Utilize advances in AI to extract land cover and transportation geometries from orthophoto imagery within the urbanized area of Pima County to support multi-modal asset inventory, planning activities, and safety analysis. Feature extraction of orthophotography will support multi-modal planning activities, transportation alternatives, advanced transportation, and carbon emissions reductions. Specific geometries of the built environment impact multi-modal travel behavior and have not yet been mapped comprehensively across the region.

Desired outcomes

This feature extraction data project will extend the value of the current orthophoto program. The data will support an update to our 2010 regional sidewalk inventory and facilitate improvements to Bike and Pedestrian level of stress analysis along with other multi-modal planning and safety analysis and to support Carbon Reduction Programming. This project will also support facility asset monitoring and maintenance inventory efforts for our local members.

Background

Established in 1970, Pima Association of Governments (PAG) is a council of governments (COG) and a federally designated metropolitan planning organization (MPO) that serves member jurisdictions located in Pima County, Arizona. PAG facilitates regional coordination, data development, information-sharing and sound decision-making related to issues that cross jurisdictional boundaries, such as air quality, water quality, transportation, urban growth, and human services, using a continuous, integrated, comprehensive, and cooperative planning process that involves elected officials, member agency staff, key stakeholders, interest groups, and the public.

PAG is responsible for regional transportation planning for all jurisdictions in Pima County, including the Tucson urbanized area and the Tohono O’odham Nation and Pascua Yaqui Tribe’s lands. PAG has also been designated by the Governor to serve as the principal planning agency for the region in several other areas, including air quality, water quality management, and solid waste management. In addition, through an Executive Order from the Governor, PAG develops population estimates and projections for the region.

PAG will complete a Regional Active Transportation Plan to serve as a guide for future investments to improve, expand, and connect the PAG region's bicycle and pedestrian network to meet regional needs while serving all users. The PAG region has demonstrated a growing desire for safe and expanded active transportation infrastructure, which is expected to increase with further investments. The PAG region is also increasing its multimodal transportation availability and expanding its active transportation network, which will improve the health, livability, and sustainability of the region.

Planimetric data is needed to enable a gap assessment for active modes of transportation. The contractor will provide this data and work with PAG to coordinate with the Regional Active Transportation Plan to more seamlessly import the data into their Activity Based Model Dashboard or analysis as well as the Sun Cloud portal. Working in collaboration with Maricopa Association of Governments (MAG) and the other agencies of the Sun Corridor megaregion, PAG has developed the Sun Cloud open data portal to assist large and small communities in making data-driven urban design and infrastructure planning decisions to better serve their residents. Sun Cloud consists of interactive maps with built-in tools to assess the connections between data layers and customize scoring weights to prioritize various municipal planning efforts. Ecopia has provided similar datasets for Sun Cloud and has an ongoing contract with MAG.

In November 2023, PAG acquired 15 cm resolution, 4-band imagery (red, green, blue, near-infrared) orthoimagery to support American Society for Photogrammetry and Remote Sensing (ASPRS) Class I planimetric data development covering approximately 4,000 square miles of eastern Pima County.

CLOSEOUT

Product Licensing, Delivery, and Payment

All deliverables including task summaries and perpetually licensed products shall be delivered to PAG prior to final close-out of the contract, with license terms described further in the EULA.

PAG owns the Orthophotography including the associated point cloud of stereo data and the CONTRACTOR will use it only for the use of this contract and shall return or delete it when complete.

The CONTRACTOR shall be responsible for all material, labor, and services and any other associated services and materials necessary to completely provide the required data at acceptable standards for perpetual license of the data and ownership of all reports and derivatives by Pima Association of Governments. Prices quoted must be all-inclusive.

Final payment will be provided after PAG has received products, reviewed data, and is fully satisfied. All data which do not meet the quality or accuracy of the specifications shall be returned to the CONTRACTOR at which time the CONTRACTOR shall have sixty (60) days to provide PAG with a satisfactory replacement. See the schedule spreadsheet in Ecopia's fee proposal below.

DELIVERABLE SPECIFICATIONS

Metadata

Complete GIS Metadata xml files shall be included with the datafiles including a summary of the methodology, source, dates, accuracy, area covered, end-user use caveats, coordinate reference system, and other standard components.

GIS feature classes

Specifications

The extraction includes the following Ecopia categories:

- 3D buildings, bridges and vegetation
- advanced transportation features
- advanced impervious features
- 2D landcover

Land cover and transportation geometries will be created across eastern Pima County urban area including but not limited to vector data for sidewalks, bike lanes, medians, driveways, edge of pavements, building footprints, grass, pervious areas, parking lots, tree canopy, vegetation, through lanes, and turning lanes along with width, vegetation presence, and raised/painted attributes. During the planning process, PAG member jurisdictions will discuss uses for the data including 3D buildings, bridges, and trees. Features to be classified using Tucson area terminology where needed.

Feature classification shall be done using imagery from ortho 2023 (available as March 2024). PAG will provide stereopair imagery and the related autocorrelated point cloud, Contractor will utilize MAG's checklist for Sun Cloud compatible datasets such as lowercase field attributes and meaningful aliases. Stakeholder workshops will aid in technical accuracy and technical usefulness of the data. See the identified Tasks in the Ecopia Proposal below for details.

Accuracy

The features shall be extracted from the imagery with 95% accuracy with respect to precision (% of positive identification that were correct), recall (% of actual positives that were identified correctly), and most importantly, valid interpretation (% of mapped features which accurately represent the feature as depicted in the source imagery). The absolute horizontal accuracy of the features will be in-line with the accuracy of the 15 cm. resolution orthophotos.

Coordinate Reference System

Datasets must be provided in State Plane, Arizona Central Zone (FIPS Zone 0202), NAD83 (2011) International Feet (EPSG #2868). Additional coordinate system projection may be needed by Sun Cloud.

Media Delivery and Format

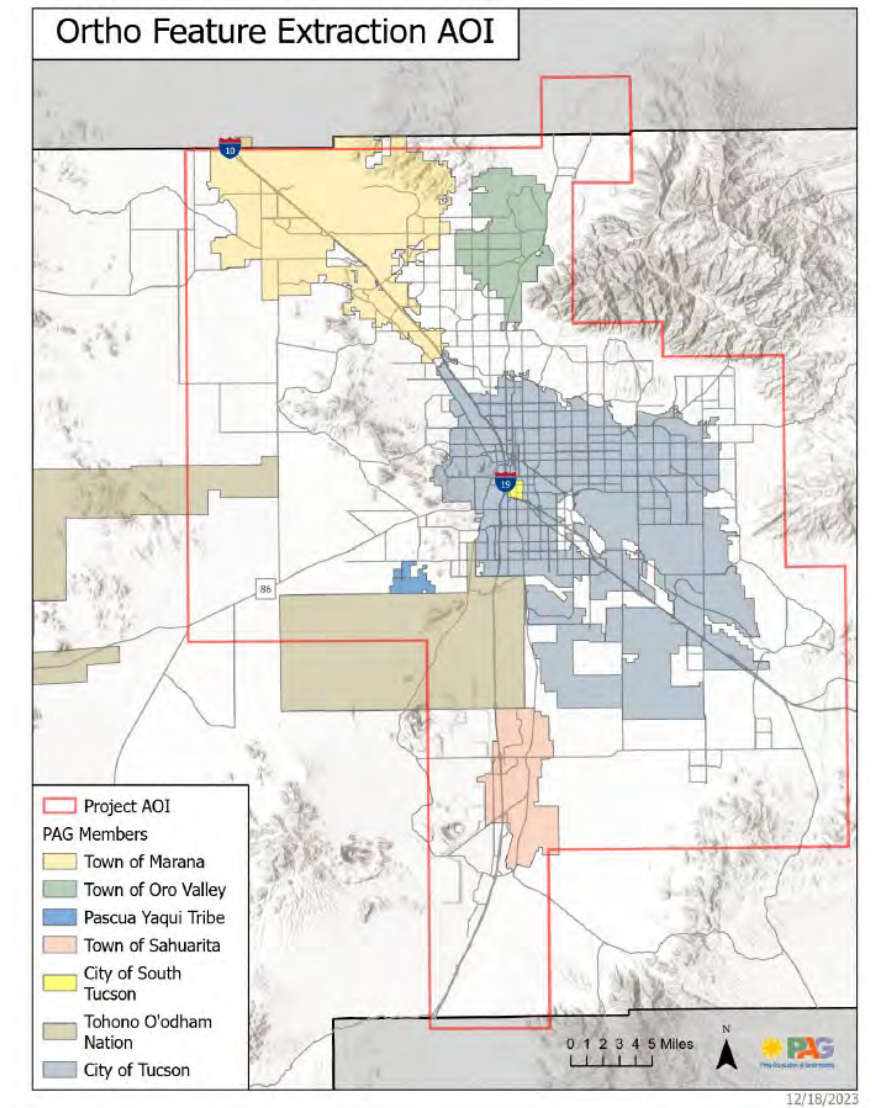
Data shall be delivered as attributed shapefiles or as a geodatabase accessible and downloadable via Dropbox or another suitable file transfer system compatible with PAG. Data will be in vector feature classes including all point, polygon and line versions of the features. Files shall be named clearly.

PROJECT EXTENT

The requested extent boundary of urban eastern Pima County will be provided by Pima Association of Governments as GIS shapefiles.

The eastern Pima County urbanized areas (1,408 square miles) featured with a red outline in the map below are to receive advanced feature extraction and classification. The urban areas include the more densely developed areas of the cities of Tucson and South Tucson, the towns of Sahuarita and Oro Valley, the Tohono O'odham Nation's San Xavier District and the Pasqua Yaqui Tribe, the town of Marana.

Unincorporated Pima County also has urbanized areas surrounding each city and town. The Tohono O'odham lands need to be clipped out to allow privacy, as needed.



CONTACTS

PAG staff: Mead Mier- Welborn, Planning Manager, PAG, MMier@PAGregion.com, 520-792-1093

Contractor's Project Manager: Sean Lowery, Sr. Dir, Products and Business, Ecopia Tech Corporation
Sean@ecopiatech.com, 437-533-2699

Scope of Work- Tasks, Fee and Schedule

Pima Association of Governments (PAG) Orthophoto Feature Extraction

Task 1. Project Initiation

Task 1.1 Project Kickoff

The CONTRACTOR will present at and facilitate a virtual announcement of the project to stakeholders and all interested parties in coordination with PAG. The announcement will be used to bring general awareness of the project to stakeholders and will also be used so that maximum engagement can be achieved during the feedback meetings contained in Task 2.

- Attend meeting and provide brief presentation
- PowerPoint or talking points

Task 1.2 Imagery Coordination

The CONTRACTOR will establish contact and open communication with the orthophotography contractor covering roles and responsibilities to ensure seamless coordination during task 3 and throughout the project.

- Coordination calls and emails

Task 1.3 Regional Active Transportation Plan (RATP) Consultant Coordination

The CONTRACTOR will establish contact and open communication with PAG's RATP lead, or consultant identifying support needed from CONTRACTOR as the consultant builds the RATP.

- Coordination calls and emails

Task 1.4 Invoicing and Ongoing Coordination

After the completion of tasks 3 and subsequent delivery to PAG (task 4.1), the CONTRACTOR will submit an invoice for the \$255,822 firm fixed portion of the contract covering the planimetric data production and delivery. To cover the non firm fixed fee portions, the CONTRACTOR will submit periodic invoices to PAG with a brief progress report that summarizes work completed and which task the work supported.

CONTRACTOR will hold virtual check-in meetings every other week to facilitate continuous communication between the CONTRACTOR and PAG staff.

- Bi-weekly check-ins
- Brief memo accompanying invoices stating tasks and deliverables addressed

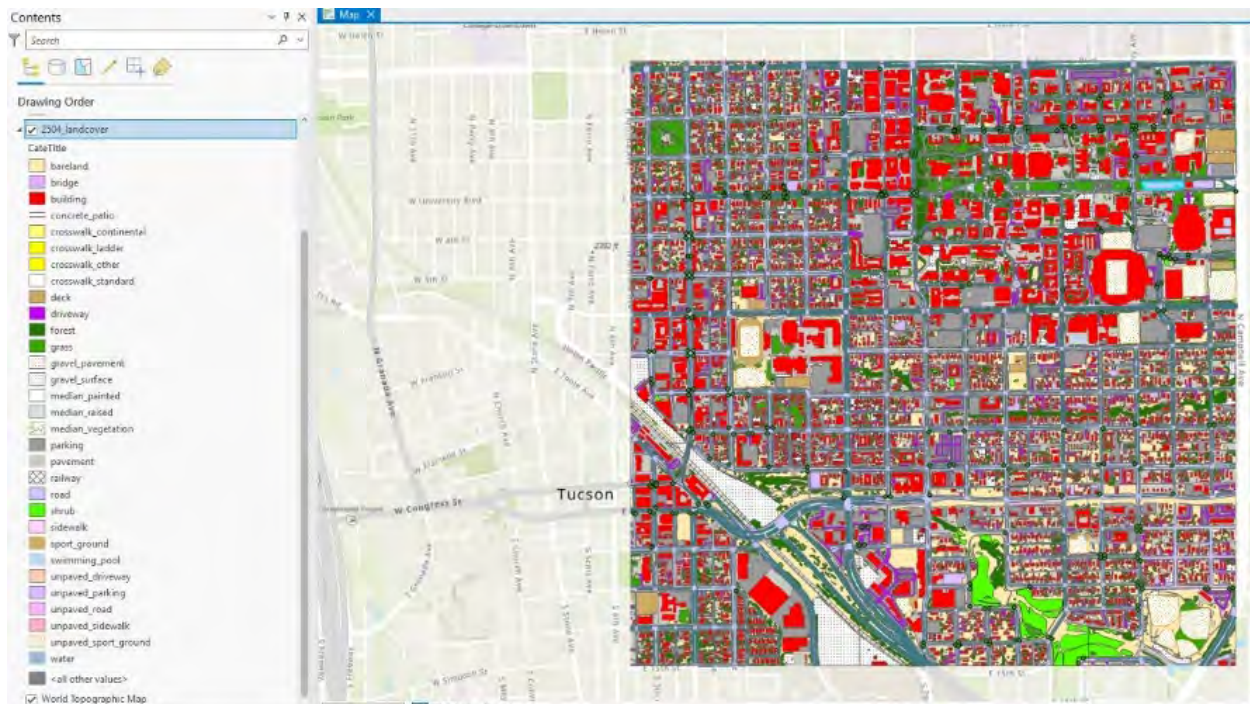
Task 2. Feedback Meetings

Task 2.1 Workshop Facilitation

The CONTRACTOR will present at and facilitate one comprehensive in-person workshop, and one brief virtual workshop with stakeholders and all interested parties in coordination with PAG staff. Expected participants include members of PAG committees, working groups and other focus groups such as, but not limited to:

- PAG Regional Data Working Group
- Transportation Planning Committee
- Regional Mobility and Accessibility Plan Working Group
- Regional GIS leaders, transportation experts, and jurisdictional planners in the PAG community

During the meetings The CONTRACTOR will get feedback on the University of Arizona Case Study, explore existing local conditions, considering the unique geographical characteristics of the desert region, and interview stakeholders about area and sub-area bicycle and pedestrian facility types as well climate resilience aspects, such as shade, and safety amenities such as medians and landscaping. Discussions will include: features to classify, analysis needed, and what parameters to use for score and normalization of data by Sun Cloud portal and PAG's Alternate Modes dashboards.



The Ecopia Case Study demonstrated advanced impervious and transportation features in the UArizona area.

Aspects to be considered during the workshop include amenities that enable sidewalk accessibility, condition, and comfort; on-street and off-street bicycle facilities; low stress bicycling network connectivity; active transportation districts; shared use paths and rural paved shoulders; integration with local and regional transit; active transportation amenities such as street calming, lighting, shade, and wayfinding, protected intersections, bike boxes and continuous bike lane cycle tracks, pedestrian activated crossings, protected bike lanes, midblock crossing

medians, seating, drinking water fountains and restrooms, bike-specific inductive loop sensors, protected bicycle racks, and bicycle and pedestrian priority and preemption.

- In person comprehensive workshop
- Virtual follow up workshop

Task 2.2 Feedback Meeting Report

Summarized results of meetings and interviews will be provided by the CONTRACTOR in a document for PAG describing data refinements needed for accuracy or place-based transportation terminology and individual stakeholder follow-up will be included as needed.

- Feedback meeting report summary of classification refinements discovered, use cases considered, and any planned project modifications as a result of the workshops
- Individual stakeholder follow up as necessary

Task 3. Feature Extraction and Classification Production

Task 3.1 Imagery Data Transfer

CONTRACTOR will work with PAG, or directly with the orthophotography contractor as instructed, to ensure transfer of all pertinent raw and processed imagery data including stereo files and auto correlated point cloud which will enable the production of 3D features. CONTRACTOR will be responsible for any fees associated with the data transfer such as external hard drives or fees to upload to CONTRACTOR'S Amazon Web Services instance.

- Communication and Data verification support

Task 3.2 Feature Extraction and Quality Control/ Quality Assurance (QC/QA)

After completion of imagery transfer, CONTRACTOR will send all image files through a unique and proprietary, AI-based extraction and QC/QA workflow. With this being a predominantly automated process with little human intervention, tuned and refined over time, the task will be done under a firm fixed fee cost of \$255,822 which has been determined based on the size of the project area, and how urbanized it is. Upon completion of production, CONTRACTOR will provide notice to PAG in the form of a document containing a brief summary of statistics and relevant information about the deliverables.

- Notice of production completion document

Task 4. Data Delivery

Task 4.1 Deliver to PAG

CONTRACTOR will deliver the feature extraction and classification files to PAG along with a summary of the deliverable and any pertinent information gathered during production.

- Feature Extraction Data with metadata

Task 4.2 Deliver to PAG Contacts for Use in Portal

With coordination from PAG, CONTRACTOR will deliver to PAG contacts, the feature extraction and classification files, or a subset or analyzed variation of, and provide light support for the view only use and display via publicly facing internet portals.

- Communication and Data transfer support to data partner portals

Task 4.3 Deliver to CONSULTANT for RATP Analysis

With coordination from PAG, CONTRACTOR will deliver the feature extraction and classification files to RATP CONSULTANT and provide any necessary support to ensure the CONSULTANT can use the data for RATP analysis.

- Communication and Data transfer support to data user

Task 4.4 Public Announcement

Share with Stakeholder Community via one public meeting selected by PAG and one mutually supported media release.

- One virtual group meeting
- One mutually agreed news release

Task 5. Advise on Utilization of Data

As background, PAG's separate RATP contractor is identifying regional connection opportunities including all possible arterial street crossings using safety data and multi-use path and sidewalk connections and how these connections intersect with local and regional transit services. They will analyze relevant data including multimodal data collection, transit data, air quality data, travel behavior data, PAG's household travel survey data, *and the orthophoto extraction data delivered in task 4*. That project will involve corridor and connection identification, multiple network alternatives, regionally significant active transportation corridor renderings, and feasibility analysis.

Task 5.1 Coordination and Discussions

With PAG, applicable stakeholders or advisors, and necessary PAG consultants, CONTRACTOR shall coordinate, engage in, and document discussions regarding how carbon reductions can be achieved and advise future analysis.

- 1 virtual group meeting
- Follow up with individual stakeholders or advisors as necessary
- Meeting notes

Task 5.2 Display of Results

CONTRACTOR will document the results of Task 5 in a final report with a brief executive summary, visuals in a presentation with talking points, or an online StoryMap. Prior discussion will yield the decision on the most useful format.

- Display of Use Case Discussions

DELIVERABLE PRODUCTS:

Required products of this project are re-listed here as a summary. An administrative draft of each deliverable will be submitted in electronic format and, when requested, hard copy format, to the PAG project manager for review.

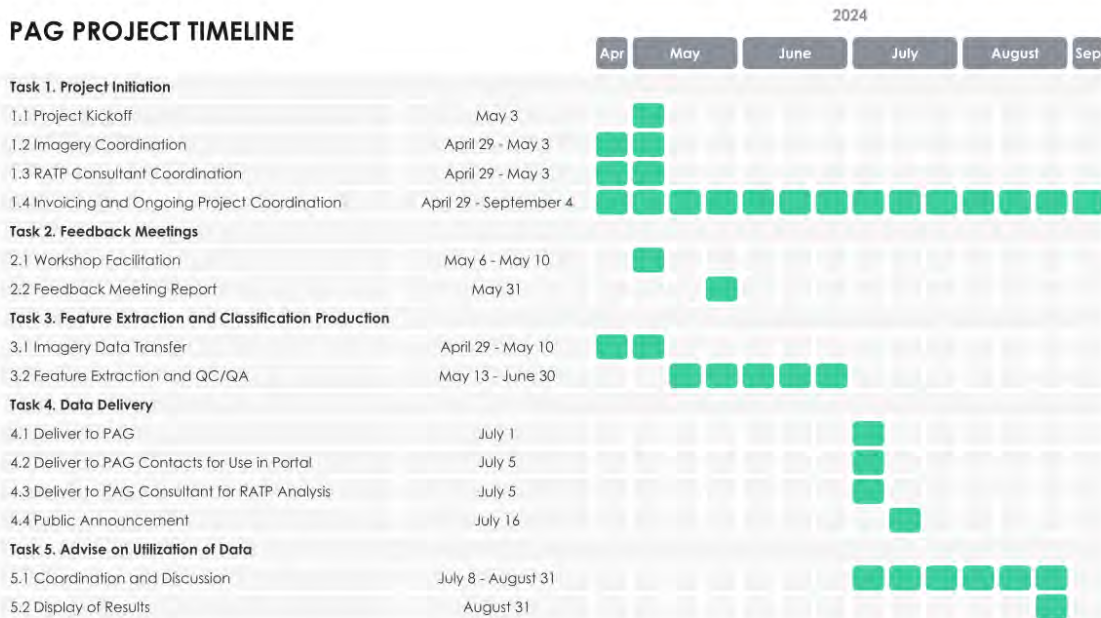
Comments from the PAG project manager will be incorporated into the deliverable by the CONTRACTOR, before it is distributed for external review. Comments received during the external review process will be incorporated into the final drafts.

- Brief memo accompanying invoices for each task stating each activity date and deliverables addressed
- PowerPoints or talking points for each of the 4 meetings and workshops
- 1 virtual kick off meeting, 1 in-person workshop, Individual follow-ups, virtual follow up workshop, 4 different data transfer support communications, 1 final virtual meeting
- Stakeholder Feedback Summary (such as meeting notes from each meeting documenting the process, decisions made, use cases discussed, and coordination conducted)
- Feature extraction files including detailed metadata with notice of completion
- Written Media release posted online
- Display of Example Use Cases
- Final billing report with all deliverables listed and checked off

SCHEDULE and BUDGET:

The feature extraction and classification deliverables will be provided as soon as 30 days, and no longer than 90 days after Ecopia receives the 2023 orthophotography and the contract effective date. Continued coordination will be needed thereafter for summary write-up and collaborative efforts to utilize the data.

Below is an anticipated project timeline which assumes an April 29, 2024, or earlier, contract effective date. If the contract effective date is expected to be later than April 29, 2024, the schedule will likely equivalently slide.





MEMORANDUM

Date: November 03, 2023

To: Farhad Moghimi, Executive Director

Copy: Dave Atler, Deputy Executive Director
Roy Cuaron, Finance Director
Jeanette DeRenne, Transportation Planning Director
Dustin Fitzpatrick, Planning Manager

From: Mead Mier-Welborn, Planning Manager

RE: Orthophoto Feature Classification for Carbon Reduction Program -
Request for sole-source procurement with Ecopia Tech Corporation (Ecopia)

As part of the Carbon Reduction Program strategy to enhance our alternate modes planning programs, we would like to bring on a consultant to create planimetric data. This will build upon ADOT's past investment in a dataset, data sharing, and analysis using a specific contractor. Because of the unique qualifications required, a sole source procurement is recommended.

In fall of 2023, we acquired regional orthophotography. That contract includes ownership of 2D and 3D map derivatives created from the imagery and the stereopair data. This enables creation of planimetrics (feature classification) with detailed attributes throughout our region. Examples include GIS shapefiles that delineate the location and size of sidewalks, vegetation, pervious surfaces, and bike lanes. Models can be used to extract these features on a large scale. This will allow us to easily and economically obtain a more detailed, accurate, consistent, and comprehensive dataset for planning across the region. These models must be uniquely trained to work in each environment, so experience in the setting is key to efficiency of the project.

Historically, PAG has used in-house models for basic feature classification, delineated features by hand, relied on spotty availability of transportation facility data from jurisdictions, and/or relied on using expensive and less frequently available LIDAR data. While these approaches were adequate for exploratory needs, proof of concept, and small projects, Ecopia is qualified and positioned for a large-scale project. Their service is more supportive of regional level planning and strategic decision-making processes.

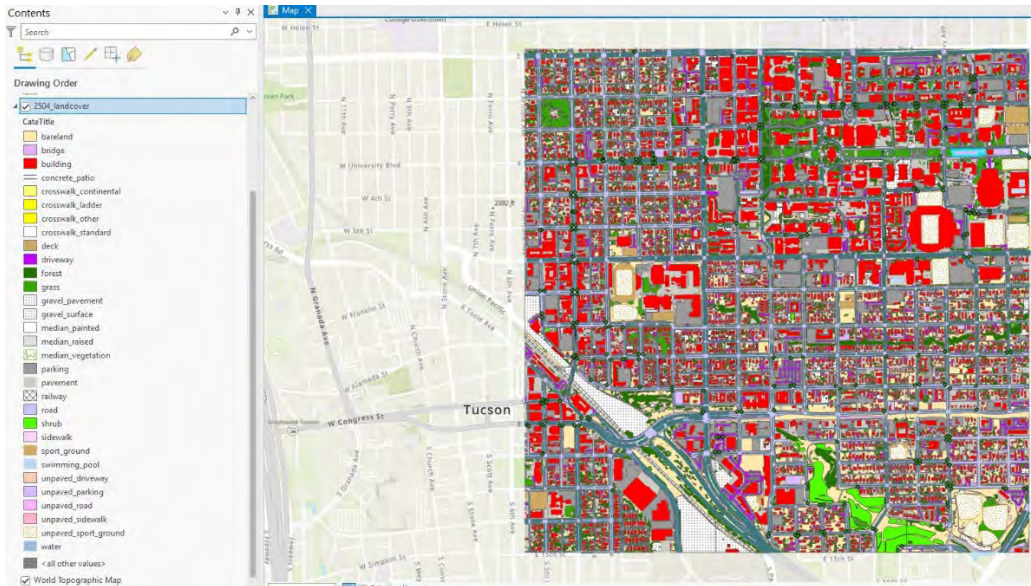
This project was approved for use of CRP funds by ADOT and was approved in the PAG OWP. Ultimately, the data combined with overlay analysis will help PAG assess urban infrastructure gaps. We will be able to pair infrastructure gaps with transportation needs for data-driven goal-setting and performance tracking. This will support planning, priorities, and implementation of multi-modal infrastructure. Additionally, it will be used for safety assessments which enable further improvements to biking and pedestrian facilities. Safety improvements are key too encouraging residents to choose transportation alternatives. As a result, we will be able to encourage carbon reductions and demonstrate infrastructure trends numerically.

PAG will build on the work that Maricopa Association of Governments (MAG) managed for the Sun Corridor through the Sun Cloud portal. PAG, MAG, the Arizona Department of Transportation (ADOT), and other member agencies in the Sun Corridor Megaregion partnered to prepare the Sun Cloud application for the Accelerated Innovation Deployment (AID) funding grant program. In September 2018, the Sun Cloud grant proposal was awarded grant funding by the Federal Highway Administration's (FHWA) to develop a data portal to support transportation planning needs in the Sun Cloud region. PAG, along with the partners, provided integral advice and data to the grant application and portal development via MOU. This project would build on those investments.

Ecopia joined the Sun Cloud project in early 2023 in an ortho feature classification contract. PAG managed this with passthrough AID grant funds for Sun Cloud via MAG. The data consisted of a simpler set of transportation features across the Sun Corridor. The Sun Cloud grant ended in June 2023, but the portal continues to allow online needs assessments for all PAG's member jurisdictions. The data we are looking to collect with Ecopia would be based on more recent, finer resolution, and broader regional coverage. This would allow for more alternative and active modes features to be created.

Working with the same qualified consultant should make the transition to a regional model smoother, quicker, and more cost-effective than hiring in house staff or starting with a new consultant. One part of the goal of this contract is to prepare datasets in a way that smoothly imports data into the Sun Cloud Portal. This will support higher usage of the tools we've already invested in.

Below is a screenshot of a demonstration that Ecopia created for the Sun Cloud contract featuring "advanced transportation and impervious classification" around UArizona using 2017 Hexigon imagery.



Ecopia has developed a proprietary, AI-based model and feature extraction workflow, from which the data results can be owned by PAG and our partners. Here is an link to an [example](#) of how their feature classification efforts aided climate resilience planning in Houston. A different consultant would not have access to Ecopia's master source code which has previously been trained for the Sun Corridor environment region, which is about 25% of the effort. The Sun Cloud work has already been informed by diverse stakeholders in various technical, planning and policy working groups. A new consultant would have to develop new source code and model training, using additional time and funds. Hiring new staff for a short-term project is not a viable option.

Ecopia can complete the PAG region in less than three months where other traditional detailed planimetrics would take a year. A benefit being that the imagery hasn't aged before PAG has access for timely and important decision making.

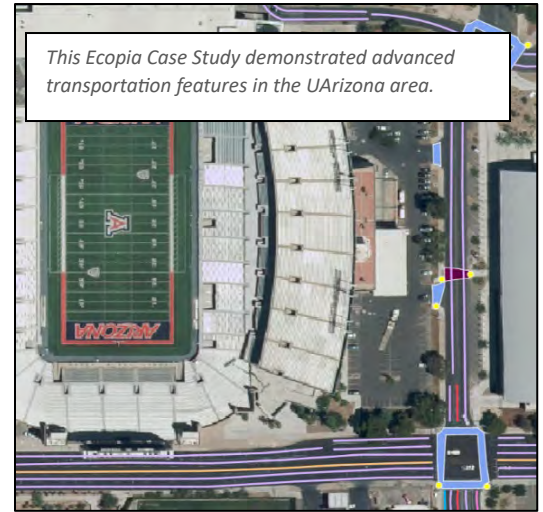
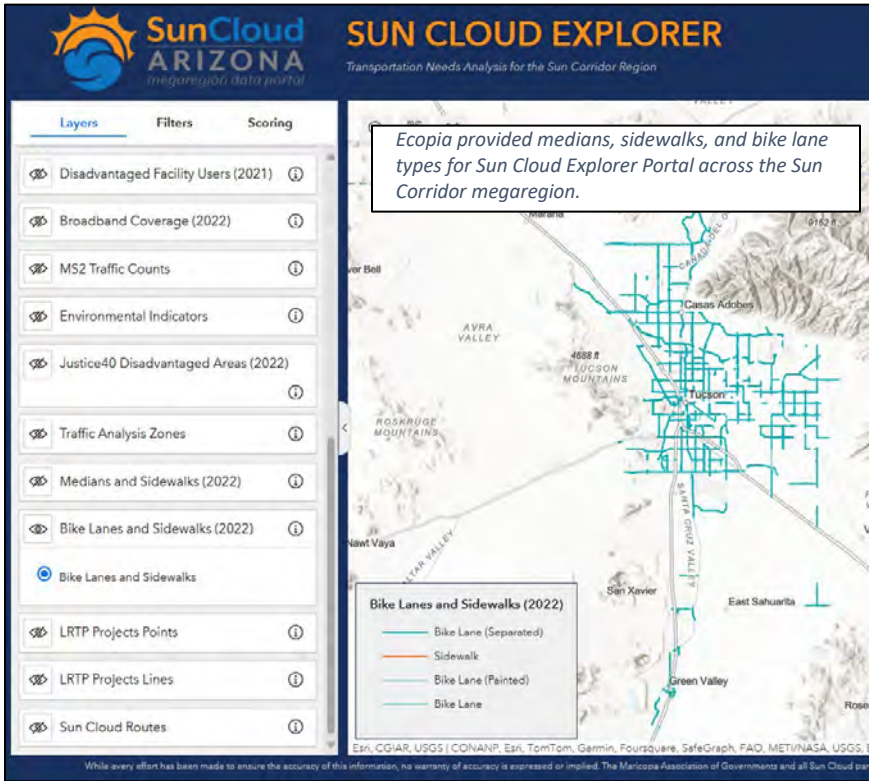
The estimated fee for processing the entire Tucson metro area is roughly \$256K for the initial extraction and roughly \$139K for each subsequent extraction or less if purchasing multiple years at a time. Subsequent extractions of the data allow trend analysis and comparison.

Upon Regional Council approval, staff will finalize a fee proposal and enter into a contract with Ecopia. Stereopair imagery data from Fall of 2023 will be ready for Ecopia to work with in June 2024. The estimated date that their product would be available for our purposes is Fall of 2024. If brought on sooner, they could work in tandem with our orthophotography contractor to enhance and ensure optimal project delivery and supplemental processing as well as earlier integration into other CRP-funded projects such as the Active Modes project.

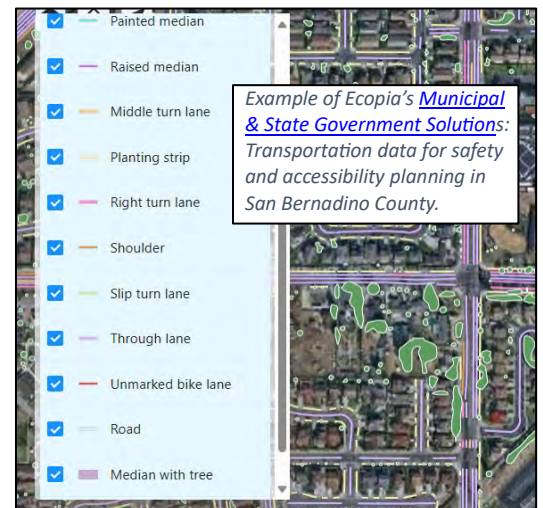
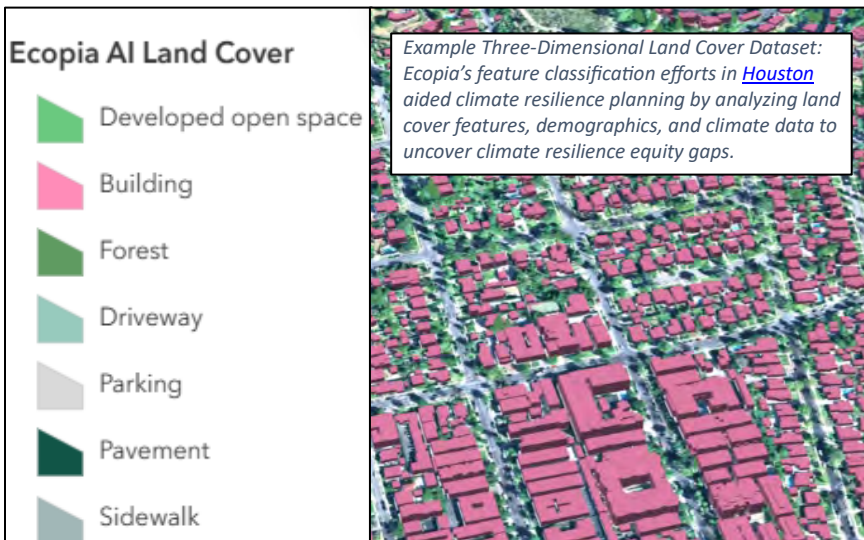
Orthophotography Feature Extraction – Attachment 1

Mapping Active Transportation Infrastructure – Example Data Illustration and Use Cases

Ecopia proposes to create a comprehensive GIS dataset that can be used to plan for the safety, accessibility, sustainability and encouragement of active modes of transportation. PAG, along with the contractor and stakeholders, will refine the data quality and local terminology through a workshop and meetings, considering the unique geographical characteristics of our desert region and our bicycle and pedestrian facility types. Included are climate resilience features, such as tree shade, and safety amenities, such as raised medians and landscaping. Each feature will include attributes such as width, paint, raised, vegetated, etc.



As an example use-case, Ecopia's active transportation dataset (Figure on upper left) enables consistency for analysis across the Sun Corridor megaregion. The Sun Cloud portal strengthens regional alignment and planning for smart infrastructure investments to improve mobility and safety. The Sun Cloud portal reduces workloads, removes barriers to data/technology, and provides access to rich data by providing tools to help streamline needs assessment, generate performance metrics, and aid in prioritizing needs using a customizable set of scoring criteria.



View the [Ecopia Tech website](#) to see story maps and additional details about the example projects in these figures.

Communication #3801

SUBJECT: Arizona Department of Economic Security – Social Services Block Grant Recommendations

Meeting	Meeting Date	Agenda Category	Agenda Item #
Regional Council	April 4, 2024	Action	9

The Regional Council will be asked to approve the recommended funding allocations for the Social Services Block Grant (SSBG) to the Arizona Department of Economic Security (DES). The funding allocations for Pima County are for eight to nine of the 29 service categories under the Social Services Block Grant. The recommendations will result in funding for agencies in 2024, or perhaps even in 2025. The total amount of money available for Pima County through this block grant does not change significantly from year to year. It is typically about \$1.4 million.

ASSOCIATED OWP WORK ELEMENT/GOAL

Work Element 40, Regional Transportation Planning

SUMMARY

Every two years, Pima Association of Governments (PAG) works with the Arizona Department of Economic Security (ADES) to facilitate a discussion with non-profit stakeholders and recommend grant awards for the federal Social Services Block Grant. The recommendations are based on the following goals for the SSBG program in the State of Arizona:

1. Achieving or maintaining economic self-support to prevent, reduce or eliminate dependency.
2. Achieving or maintaining self-sufficiency, including reduction or prevention of dependency.
3. Preventing or remedying neglect, abuse or exploitation of children and adults unable to protect their own interests, or preserving, rehabilitating or reuniting families.
4. Preventing or reducing inappropriate institutional care by providing for community-based care, home-based care or other forms of less intensive care.
5. Securing referral or admission for institutional care when other forms of care are not appropriate or providing services to individuals in institutions.

The Social Services Planning Committee discussed local issues and trends to determine local priorities. It made funding recommendations for service categories not agencies. It does not review applications, any reports or have input into the state process once the plan is approved.

PRIOR BOARD AND/OR COMMITTEE ACTION

PAG Regional Council makes Social Services Block Grant funding recommendations at the request of Arizona Department of Economic Security.

FINANCIAL CONSIDERATIONS

PAG has made funding recommendations for an estimated \$1,354,000 in Pima County pertinent to Social Services Block Grant funding.

TECHNICAL, POLICY, LEGAL OR OTHER CONSIDERATIONS

None.

ATTACHED ADDITIONAL BACKUP INFORMATION

SFY2025 Social Services Planning Subcommittee recommendations for the Social Services Block Grant.

Staff Contact/Phone	Farhad Moghimi, (520) 792-1093, ext. 4420 Genine Sullivan, (520) 495-1428 Mary Carter, (520) 792-1093. ext. 4424
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SOCIAL SERVICES BLOCK GRANT

STATE FISCAL YEAR 2025

FUNDING AND SERVICE INTENTS

DISTRICT II- PIMA ASSOCIATION OF GOVERNMENTS (PAG)

DEPARTMENT OF CHILD SAFETY (DCS)

Service	Target Group	Status Eligibility	SFY 2024 Local Planned Level	SFY 2025 Local Planned Level	DIFFERENCE	Service Intent
Supportive Intervention/Guidance Counseling	AD/CH (Youth domestic violence offenders)	Group	\$34,601.84	\$34,601.84	\$0.00	To provide counseling and guidance for youth and adult domestic violence offenders due to increasing violence in the homes.
Supportive Intervention/Guidance Counseling	AFC (Low income children and families who are otherwise ineligible for state)	Group	\$182,426.70	\$182,426.70	\$0.00	To assist low income children and families who are otherwise ineligible for state services to access available resources, services and benefit programs effectively. Include counseling for problem pregnancies
Early Intervention/Behavioral Therapeutic Activities	CH (Children, birth to age 12, with behavior problems/special needs in day care or child care facilities)	Group	\$69,002.75	\$69,002.75	\$0.00	To minimize the impact of the delay(s) and problem behaviors by children with special needs/behavioral problems by providing learning assessment and support skills to child care professionals in child care facilities. Behavioral therapeutic activities, including intervention and assistance to families and child care or preschool staff, would be provided.

DISTRICT II - DCS TOTAL

\$286,031.29 \$286,031.29

\$0.00

SOCIAL SERVICES BLOCK GRANT

STATE FISCAL YEAR 2025

FUNDING AND SERVICE INTENTS

DISTRICT II- PIMA ASSOCIATION OF GOVERNMENTS (PAG)

DIVISION OF AGING AND ADULT SERVICES (DAAS)

Service	Target Group	Status Eligibility	SFY 2024 Local Planned Level	SFY 2025 Local Planned Level	DIFFERENCE	Service Intent
Home Care for Elderly /Adults - Personal Care, Housekeeping, Home Health and Shopper service: Clients are unable to meet all the needs of maintaining a home in a safe and sanitary manner or shop for their own food and have insufficient support systems (family and friends) to assist them.	ELD or PWD	Group	\$350,648.12	\$350,648.12	\$0.00	To enable clients to remain in their own homes by providing assistance with essential personal needs and in performing routine household maintenance including shopping for basic needs as well as reporting changes in client status.
Case Management	ELD or PWD	Group	\$348,021.66	\$348,021.66	\$0.00	To enable clients to remain in the least restrictive setting possible by providing care coordination, including assessment of needs, linkage to services and benefit programs, effective utilization of available resources, advocacy and continued monitoring.
Home Delivered Meals	ELD or PWD	Group	\$80,725.39	\$80,725.39	\$0.00	To achieve or maintain adequate nutrition by delivering nutritious meals to the client's residence.
Emergency Shelter	AD/CH (Adults and Youth)	Group	\$53,127.76	\$53,127.76	\$0.00	To provide immediate, short-term shelter to persons who are without shelter or a fixed place of residence to prevent homelessness.
Crisis Intervention Shelter	AD (Adults-Domestic Violence)	Group	\$63,579.51	\$63,579.51	\$0.00	To provide emergency shelter to victims or potential victims of sexual assault or domestic abuse to prevent physical or emotional harm.
Supportive Intervention / Guidance Counseling	AD/CH (Domestic Violence Victims)	Group	\$24,766.16	\$24,766.16	\$0.00	To provide crisis counseling and emergency shelter as well as assisting clients in stabilizing their situations and in accessing other services and benefit programs.
Case Management	AD (Adults-Domestic Violence)	Group	\$37,710.74	\$37,710.74	\$0.00	To assist victims of sexual abuse and domestic violence in obtaining safe and stable living situations and developing a case plan.
Legal Assistance	AFC (Civil Legal Matters for Low Income Residents)	Group	\$19,216.45	\$19,216.45	\$0.00	To protect the rights of individuals by providing assistance with civil legal issues for individuals and families in need of food stamp assistance.
Legal Assistance	AFC (Civil Legal Matters for Low Income Residents)	Group	\$19,216.45	\$19,216.45	\$0.00	To protect the rights of individuals by providing consultation and legal services for individuals and families facing eviction or needing landlord tenant mitigation.
Legal Assistance	AD (Adults-Domestic Violence Victims)	Group	\$28,564.57	\$28,564.57	\$0.00	To protect the rights of individuals by providing assistance with civil legal issues including domestic situations, landlord tenant problems and obtaining appropriate identification for government services.
Housing Support Services	AD/CH (Adults and Youth)	Group	\$43,148.26	\$43,148.26	\$0.00	To prevent homelessness by providing services that focus on addressing immediate needs to keep persons at risk of becoming homeless in their current housing if possible and by providing the necessary supports to maintain that housing or to locate new housing if necessary.

DISTRICT II - DAAS TOTAL

\$1,068,725.07

\$1,068,725.07

\$0.00

SOCIAL SERVICES BLOCK GRANT

STATE FISCAL YEAR 2025

FUNDING AND SERVICE INTENTS

DISTRICT II- PIMA ASSOCIATION OF GOVERNMENTS (PAG)

Workforce Development Administration (WDA)

Service	Target Group	Status Eligibility	SFY 2024 Local Planned Level	SFY 2025 Local Planned Level	DIFFERENCE	Service Intent
Employment Services	Adults (any individual 18 years of age and older)	Group	\$41,708.05	\$41,708.05	\$0.00	To provide employment services such as childcare, transportation, employment screening, assessment or testing; structure job skills and job seeking skills; specialized therapy (occupational speech, physical); special training and tutoring, including literacy training, GED preparation and pre-vocational training; provision of books, supplies and instructional material; counseling/case management that works to ensure graduation and job placement, transportation; and referral to community resource for unemployed adults. Services should also include job training (minimally an associates degree or certificate) for programs that have a demand for skilled job opportunities. Services are intended primarily for single head of households as well as unemployed adults, elderly, low-income adults, youth 18-28 at risk of homelessness, families and rural adults.

DISTRICT II - EA TOTAL

\$41,708.05

\$41,708.05

\$0.00

SOCIAL SERVICES BLOCK GRANT

STATE FISCAL YEAR 2025

FUNDING AND SERVICE INTENTS

DISTRICT II- PIMA ASSOCIATION OF GOVERNMENTS (PAG)

REHABILITATION SERVICES ADMINISTRATION (RSA)

Service	Target Group	Status Eligibility	SFY 2024 Local Planned Level	SFY 2025 Local Planned Level	DIFFERENCE	Service Intent
Interpreter Service for Deaf Adults: Deaf adults who need interpreter assistance in accessing needed services.	PWD (Deaf) Adults	Group	\$23,955	\$23,955	\$0	To assist deaf individuals in accessing and utilizing community services, including emergency services, by providing interpreter services.
Supportive Intervention/Guidance Counseling for Hearing Impaired Persons: Hearing impaired persons who have problems in adjusting to their disability, at work and in family and interpersonal relationships.	PWD - Hearing Impaired	Group	\$34,208	\$34,208	\$0	To assist deaf and hearing-impaired clients in solving or learning to cope with their disability by providing intervention, support and counseling.

DISTRICT II - RSA TOTAL

\$58,163	\$58,163	\$ -
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October 7, 2020

Communication #3802

**SUBJECT: FY 2022–FY 2026 PAG Transportation Improvement Program (TIP)
Amendment #2022.100**

Meeting	Meeting Date	Agenda Category	Agenda Item #
Regional Council	April 4, 2024	Action	10

REQUESTED ACTION/SUGGESTED MOTION

The Regional Council will be asked to approve an amendment to the PAG FY 2022–FY 2026 Transportation Improvement Program (TIP), which would program FTA formula funds and STBG flexible funds (transit only) in FY 2024 for TIP IDs pertaining to regional transit, detailed in Item A of the attachment.

ASSOCIATED OWP WORK ELEMENT/GOAL

Work Element 40, Transportation Planning Activities

SUMMARY

As the region’s designated metropolitan planning organization (MPO), PAG is responsible for maintaining the transportation improvement program (TIP), including processing amendments to the FY 2022–FY 2026 TIP.

Each year, FTA apportionments for 5307, 5339 and 5337 are updated. Additional FTA formula funding was announced at the beginning of 2023 and may be applied to FY 24 transit projects using the same priorities and guidelines in place for the FY 2025–FY 2029 TIP programming exercise. Jurisdictions submitted requests to a Call for Amendments issued in early January 2024, and a live programming exercise was conducted during the subsequent Transit Working Group meeting to achieve consensus and adhere to the required fiscal constraint for each applicable program year in the TIP. Changes to STBG flexible funding amounts were managed in the same manner.

Item A programs \$20,031,000 for FTA 5307 – Urbanized Area Formula Program, \$1,688,000 for FTA 5339 – Grants for Buses and Bus Facilities Program, \$488,000 for FTA 5337 – State of Good Repair Grants, \$643,000 for STBG flexible funds, and their corresponding local matches across 15 regional transit-related TIP IDs for FY 2024.

PRIOR BOARD AND/OR COMMITTEE ACTION

The Management Committee recommended approval of this item at the March 13, 2024, meeting.

The TPC recommended approval of this formal TIP amendment at the March 6, 2024, meeting.

The programming adjustments were recommended for approval by the Transit Working Group on Feb. 13, 2024, with a unanimous vote.

On Dec. 14, 2023, the TWG conducted a Transit TIP programming exercise for FY 2025–FY 2029, resulting in a fiscally constrained list of transit projects that was recommended for approval and will move on to the PAG TPC to review. This work will be added to the full draft FY 2025–FY 2029 TIP, which is planned to be adopted in May 2024.

A separate-but-similar exercise was required to allocate the additional FTA apportioned funding for projects occurring in FY 24, the difference being that FY 24 is in the current FY 2022–FY 2026 TIP and therefore requires a separate process, specifically, a formal TIP amendment.

FINANCIAL CONSIDERATIONS

The project list is fiscally constrained so that the amount recommended for programming does not exceed the amount available. Local match is included at the percentage required for each funding type.

TECHNICAL, POLICY, LEGAL OR OTHER CONSIDERATIONS

The PAG TIP Policies and Procedures (appendix 3 of the FY 2022–FY 2026 TIP) outline policies pertaining to the programming of Federal Funds. Applicable procedures include:

PR25.0 – Federal funds typically become available on an annual basis. The region will work cooperatively to make sure that obligations for the coming year are identified early so that no federal funds are lost because they were not obligated in a timely fashion.

This TIP amendment meets the PAG programming policy.

ATTACHED ADDITIONAL BACKUP INFORMATION

Proposed Formal Amendment No. 2022.100 to the PAG FY 2022–FY 2026 TIP.

Staff Contact/Phone	Farhad Moghimi, (520) 792-1093, ext. 4420 Dave Atler, (520) 792-1093, ext. 4443 Jamie Brown, (520) 792-1093, ext. 4473 Adam Ledford, (520) 792-1093, ext. 4434
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TipID	RTAID	STREET/PROJECT NAME	PROPOSED FUNDING (IN THOUSANDS OF DOLLARS)				
			2022	2023	2024	2025	2026
SponsorID	Length	LOCATION	FISCAL YEAR				
StateID	Existing Lanes	PROJECT DESCRIPTION	FISCAL YEAR				
FedID	After Lanes	AQ STATUS	FISCAL YEAR				
		TIP STATUS	FISCAL YEAR				
		TOTAL COST	FISCAL YEAR				

ITEM A

Existing Approval							
5.19		Transit Technology Upgrades: Maintenance	1140 FTA5307 O	1793 FTA5307 O	194 FTA5307 O	300 FTA5307 O	300 FTA5307 O
		System Wide: Maintenance	285 LOCAL O	449 LOCAL O	74 LOCAL O	75 LOCAL O	75 LOCAL O
		Technology upgrades for transit	1425 TOTAL	2242 TOTAL	268 TOTAL	375 TOTAL	375 TOTAL
5/24/2018		Conforms					
		Active					
		\$4,685					

Proposed Request							
5.19		Transit Technology Upgrades: Maintenance	1140 FTA5307 O	1793 FTA5307 O	800 FTA5307 O	300 FTA5307 O	300 FTA5307 O
		System Wide: Maintenance	285 LOCAL O	449 LOCAL O	200 LOCAL O	75 LOCAL O	75 LOCAL O
		Technology upgrades for transit	1425 TOTAL	2242 TOTAL	1000 TOTAL	375 TOTAL	375 TOTAL
		Conforms					
		Active					
		\$5,417					

SPONSOR: Tucson Transit ACTION: Programming of updated federal transit apportionments for FY 2024.

TipID	RTAID	STREET/PROJECT NAME	PROPOSED FUNDING (IN THOUSANDS OF DOLLARS)				
			FISCAL YEAR				
SponsorID	Length	LOCATION	2022	2023	2024	2025	2026
StateID	Existing Lanes	PROJECT DESCRIPTION					
FedID	After Lanes	AQ STATUS	TOTAL COST				

ITEM A

Existing Approval

9.22	41	Safety for Transit Tucson Funding will be used to support performance t Conforms Active \$185		148 FTA5307 O 37 LOCAL O 185 TOTAL			
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Proposed Request

9.22	41	Safety for Transit Tucson Funding will be used to support performance t Conforms Active \$369		148 FTA5307 O 37 LOCAL O 185 TOTAL	147 FTA5307 O 37 LOCAL O 184 TOTAL		
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SPONSOR: Tucson Transit ACTION: Programming of updated federal transit apportionments for FY 2024.

TipID	RTAID	STREET/PROJECT NAME	PROPOSED FUNDING (IN THOUSANDS OF DOLLARS)				
			FISCAL YEAR				
SponsorID	Length	LOCATION	2022	2023	2024	2025	2026
StateID	Existing Lanes	PROJECT DESCRIPTION					
FedID	After Lanes	AQ STATUS	TIP STATUS				
TOTAL COST							

ITEM A

Existing Approval

12.22	41	FTA 5337 State of Good Repair Formula Fun Region wide FTA 5337 Conforms		488 FTA 5337 PM X			
Tucson Transit		Active		122 LOCAL PM X			
		\$610		610 TOTAL			

Proposed Request

12.22	41	FTA 5337 State of Good Repair Formula Fun Region wide FTA 5337 Conforms		488 FTA 5337 PM X	488 FTA 5337 PM X		
		Active		122 LOCAL PM X	122 LOCAL PM X		
		\$1,220		610 TOTAL	610 TOTAL		

SPONSOR: Tucson Transit ACTION: Programming of updated federal transit apportionments for FY 2024.

TipID	RTAID	STREET/PROJECT NAME	PROPOSED FUNDING (IN THOUSANDS OF DOLLARS)				
			FISCAL YEAR				
SponsorID	Length	LOCATION	2022	2023	2024	2025	2026
StateID	Existing Lanes	PROJECT DESCRIPTION					
FedID	After Lanes	AQ STATUS	TOTAL COST				

ITEM A

Existing Approval							
16.18		Preventative Maintenance (Real Property)	500 FTA5307 O	1220 FTA5307 O	530 FTA5307 C	700 FTA5307 O	700 FTA5307 O
		Regionwide	125 LOCAL O	305 LOCAL O	133 LOCAL C	175 LOCAL O	175 LOCAL O
		Preventative maintenance on real property	625 TOTAL	1525 TOTAL	663 TOTAL	875 TOTAL	875 TOTAL
		Conforms					
		Active					
		\$4,563					

Proposed Request							
16.18		Preventative Maintenance (Real Property)	500 FTA5307 O	1220 FTA5307 O	700 FTA5307 C	700 FTA5307 O	700 FTA5307 O
		Regionwide	125 LOCAL O	305 LOCAL O	175 LOCAL C	175 LOCAL O	175 LOCAL O
		Preventative maintenance on real property	625 TOTAL	1525 TOTAL	875 TOTAL	875 TOTAL	875 TOTAL
		Conforms					
		Active					
		\$4,775					

SPONSOR: Tucson Transit ACTION: Programming of updated federal transit apportionments for FY 2024.

TipID	RTAID	STREET/PROJECT NAME	PROPOSED FUNDING (IN THOUSANDS OF DOLLARS)				
			2022	2023	2024	2025	2026
SponsorID	Length	LOCATION	FISCAL YEAR				
StateID	Existing Lanes	PROJECT DESCRIPTION	FISCAL YEAR				
FedID	After Lanes	AQ STATUS	FISCAL YEAR				
		TIP STATUS	FISCAL YEAR				
		TOTAL COST	FISCAL YEAR				

ITEM A

Existing Approval									
27.03	0.0	Sun Van Replacement Vans Citywide Purchase replacement paratransit vehicles Conforms	2008 FTA5307 P	1755 FTA5307 P	815 FTA5307 P	1391 FTA5307 P	1622 FTA5307 P		
			502 LOCAL P	439 LOCAL P	204 LOCAL P	348 LOCAL P	406 LOCAL P		
			2510 TOTAL	2194 TOTAL	1019 TOTAL	1739 TOTAL	2028 TOTAL		
			Active						
ALI 11.12.15	0								\$9,490

Proposed Request									
27.03	0.0	Sun Van Replacement Vans Citywide Purchase replacement paratransit vehicles Conforms	2008 FTA5307 P	1755 FTA5307 P	2500 FTA5307 P	1391 FTA5307 P	1622 FTA5307 P		
			502 LOCAL P	439 LOCAL P	442 LOCAL P	348 LOCAL P	406 LOCAL P		
			2510 TOTAL	2194 TOTAL	2942 TOTAL	1739 TOTAL	2028 TOTAL		
			Active						
	0								\$11,413

SPONSOR: Tucson Transit ACTION: Programming of updated federal transit apportionments for FY 2024.

TipID	RTAID	STREET/PROJECT NAME	PROPOSED FUNDING (IN THOUSANDS OF DOLLARS)				
			FISCAL YEAR				
SponsorID	Length	LOCATION	2022	2023	2024	2025	2026
StateID	Existing Lanes	PROJECT DESCRIPTION					
FedID	After Lanes	AQ STATUS	TIP STATUS				
TOTAL COST							

ITEM A

Existing Approval							
32.03		Transit Enhancements/ADA	156 FTA5307 C	198 FTA5307 C	156 FTA5307 C	156 FTA5307 C	156 FTA5307 C
		Citywide	39 LOCAL C	50 LOCAL C	39 FTA5307 C	39 LOCAL C	39 LOCAL C
	0.0	1% of FTA Apportionment	195 TOTAL	248 TOTAL	195 TOTAL	195 TOTAL	195 TOTAL
	0	Conforms					
		Active					
	0	\$1,028					

Proposed Request							
32.03		Transit Enhancements/ADA	156 FTA5307 C	198 FTA5307 C	256 FTA5307 C	156 FTA5307 C	156 FTA5307 C
		Citywide	39 LOCAL C	50 LOCAL C	64 LOCAL C	39 LOCAL C	39 LOCAL C
	0.0	1% of FTA Apportionment	195 TOTAL	248 TOTAL	320 TOTAL	195 TOTAL	195 TOTAL
	0	Conforms					
		Active					
	0	\$1,153					

SPONSOR: Tucson Transit ACTION: Programming of updated federal transit apportionments for FY 2024.

TipID	RTAID	STREET/PROJECT NAME	PROPOSED FUNDING (IN THOUSANDS OF DOLLARS)					
			FISCAL YEAR					
SponsorID	Length	LOCATION	TIP STATUS	2022	2023	2024	2025	2026
StateID	Existing Lanes	PROJECT DESCRIPTION						
FedID	After Lanes	AQ STATUS						

ITEM A

Existing Approval												
33.12	48_g	Purchase of Sun Shuttle Vehicles	1390 RTA	P	141 RTA	P	725 RTA	P	115 RTA	P	155 RTA	P
		Regionwide Transit			686 RTA	P	145 RTA	P	459 FTA5307	PM	621 FTA5307	PM
	0.0	Purchase Sun Shuttle Vehicles	229 FTA5307	T	686 FTA5307	PM	580 FTA5307	PM		T		T
	0	Conforms	210 FTA5311	PM		T		T	574 RTA	PM	776 RTA	PM
	0	Active		T	-686 RTA	REV	-580 RTA	REV		T		T
		\$4,707	-439 RTA	REV	827 TOTAL		870 TOTAL		-459 RTA	REV	-621 RTA	REV
			1390 TOTAL					689 TOTAL			931 TOTAL	

Proposed Request												
33.12	48_g	Purchase of Sun Shuttle Vehicles	1390 RTA	P	141 RTA	P	630 RTA	P	115 RTA	P	155 RTA	P
		Regionwide Transit			686 RTA	P	504 FTA5307	PM	459 FTA5307	PM	621 FTA5307	PM
	0.0	Purchase Sun Shuttle Vehicles	229 FTA5307	T	686 FTA5307	PM		T		T		T
	0	Conforms	210 FTA5311	PM		T	-504 RTA	REV	574 RTA	PM	776 RTA	PM
	0	Active		T	-686 RTA	REV	630 TOTAL			T		T
		\$4,467	-439 RTA	REV	827 TOTAL			-459 RTA	REV	-621 RTA	REV	
			1390 TOTAL					689 TOTAL			931 TOTAL	

SPONSOR: RTA ACTION: Programming of updated federal transit apportionments for FY 2024.

TipID	RTAID	STREET/PROJECT NAME	PROPOSED FUNDING (IN THOUSANDS OF DOLLARS)				
			2022	2023	2024	2025	2026
SponsorID	Length	LOCATION	FISCAL YEAR				
StateID	Existing Lanes	PROJECT DESCRIPTION					
FedID	After Lanes	AQ STATUS	TIP STATUS				
TOTAL COST			2022	2023	2024	2025	2026

ITEM A

Existing Approval

42.13		Sun Shuttle OV DAR Bus Replacements Region wide Replace sun shuttles on OV DAR rotues Conforms Active \$207				166 FTA5307 P 41 LOCAL P 207 TOTAL	
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Proposed Request

42.13		Sun Shuttle OV DAR Bus Replacements Region wide Replace sun shuttles on OV DAR rotues Conforms Active \$630			338 FTA5307 P 85 LOCAL P 423 TOTAL	166 FTA5307 P 41 LOCAL P 207 TOTAL	
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SPONSOR: Tucson Transit ACTION: Programming of updated federal transit apportionments for FY 2024.

TipID	RTAID	STREET/PROJECT NAME	PROPOSED FUNDING (IN THOUSANDS OF DOLLARS)				
			2022	2023	2024	2025	2026
SponsorID	Length	LOCATION	FISCAL YEAR				
StateID	Existing Lanes	PROJECT DESCRIPTION	FISCAL YEAR				
FedID	After Lanes	AQ STATUS	FISCAL YEAR				
		TIP STATUS	FISCAL YEAR				
		TOTAL COST	FISCAL YEAR				

ITEM A

Existing Approval												
64.03	0.0	Security for Transit	156 FTA5307	O	250 FTA5307	O	156 FTA5307	O	156 FTA5307	O	156 FTA5307	O
		1% of FTA Apportionment Required	39 LOCAL	O	63 LOCAL	O	39 LOCAL	O	39 LOCAL	O	39 LOCAL	O
		Install	195 TOTAL		313 TOTAL		195 TOTAL		195 TOTAL		195 TOTAL	
		Conforms										
		Active										
	0											
	0											\$1,093

Proposed Request												
64.03	0.0	Security for Transit	156 FTA5307	O	250 FTA5307	O	196 FTA5307	O	156 FTA5307	O	156 FTA5307	O
		1% of FTA Apportionment Required	39 LOCAL	O	63 LOCAL	O	49 LOCAL	O	39 LOCAL	O	39 LOCAL	O
		Install	195 TOTAL		313 TOTAL		245 TOTAL		195 TOTAL		195 TOTAL	
		Conforms										
		Active										
	0											
	0											\$1,143

SPONSOR: Tucson Transit ACTION: Programming of updated federal transit apportionments for FY 2024.

TipID	RTAID	STREET/PROJECT NAME	PROPOSED FUNDING (IN THOUSANDS OF DOLLARS)				
			2022	2023	2024	2025	2026
SponsorID	Length	LOCATION	FISCAL YEAR				
StateID	Existing Lanes	PROJECT DESCRIPTION	FISCAL YEAR				
FedID	After Lanes	AQ STATUS	FISCAL YEAR				
		TIP STATUS	FISCAL YEAR				
		TOTAL COST	FISCAL YEAR				

ITEM A

Existing Approval												
68.03	0.0	Preventative Maintenance	6147 FTA5307	O	7551 FTA5307	O	6001 FTA5307	O	5964 FTA5307	O	1434 FTA5307	O
		SunTran & VanTran	1537 LOCAL	O	1958 LOCAL	O	1500 LOCAL	O	1491 LOCAL	O	5737 LOCAL	O
		Provide capital maintenance	7684 TOTAL		9509 TOTAL		7501 TOTAL		7455 TOTAL		7171 TOTAL	
		Conforms										
11.7A.00	0	Active										
		\$39,320										

Proposed Request												
68.03	0.0	Preventative Maintenance	6147 FTA5307	O	7551 FTA5307	O	6142 FTA5307	O	5964 FTA5307	O	1434 FTA5307	O
		SunTran & VanTran	1537 LOCAL	O	1958 LOCAL	O	1536 LOCAL	O	1491 LOCAL	O	5737 LOCAL	O
		Provide capital maintenance	7684 TOTAL		9509 TOTAL		7678 TOTAL		7455 TOTAL		7171 TOTAL	
		Conforms										
	0	Active										
	0	\$39,497										

SPONSOR: Tucson Transit ACTION: Programming of updated federal transit apportionments for FY 2024.

TipID	RTAID	STREET/PROJECT NAME	PROPOSED FUNDING (IN THOUSANDS OF DOLLARS)				
			FISCAL YEAR				
SponsorID	Length	LOCATION	2022	2023	2024	2025	2026
StateID	Existing Lanes	PROJECT DESCRIPTION					
FedID	After Lanes	AQ STATUS	TIP STATUS				
TOTAL COST							

ITEM A

Existing Approval

77.08	0.0	Support Vehicles - Sun Tran			160 FTA5307 P	160 FTA5307 P	160 FTA5307 P
		Support vehicles for Sun Tran operations			40 LOCAL P	40 LOCAL P	40 LOCAL P
		Support vehicles for Sun Tran operations			200 TOTAL	200 TOTAL	200 TOTAL
		Conforms					
		Active					
	0						
	0						
		\$600					

Proposed Request

77.08	0.0	Support Vehicles - Sun Tran			420 FTA5307 P	160 FTA5307 P	160 FTA5307 P
		Support vehicles for Sun Tran operations			105 LOCAL P	40 LOCAL P	40 LOCAL P
		Support vehicles for Sun Tran operations			525 TOTAL	200 TOTAL	200 TOTAL
		Conforms					
		Active					
	0						
	0						
		\$925					

SPONSOR: Tucson Transit ACTION: Programming of updated federal transit apportionments for FY 2024.

TipID	RTAID	STREET/PROJECT NAME	PROPOSED FUNDING (IN THOUSANDS OF DOLLARS)				
			2022	2023	2024	2025	2026
SponsorID	Length	LOCATION	FISCAL YEAR				
StateID	Existing Lanes	PROJECT DESCRIPTION	FISCAL YEAR				
FedID	After Lanes	AQ STATUS	FISCAL YEAR				
		TIP STATUS	FISCAL YEAR				
		TOTAL COST	FISCAL YEAR				

ITEM A

Existing Approval							
98.12	0.0	ADA Transit Enhancements	100 FTA5307 C	100 FTA5307 C	100 FTA5307 C	100 FTA5307 C	100 FTA5307 C
		Various	20 LOCAL C	25 LOCAL C	20 LOCAL C	20 LOCAL C	20 LOCAL C
		Bus Stop enhancements (sidewalks, ramps, pa	120 TOTAL	125 TOTAL	120 TOTAL	120 TOTAL	120 TOTAL
		Conforms					
	0	Active					
	0	\$605					

Proposed Request							
98.12	0.0	ADA Transit Enhancements	100 FTA5307 C	100 FTA5307 C	100 FTA5307 C	100 FTA5307 C	100 FTA5307 C
		Various	20 LOCAL C	25 LOCAL C	25 LOCAL C	20 LOCAL C	20 LOCAL C
		Bus Stop enhancements (sidewalks, ramps, pa	120 TOTAL	125 TOTAL	125 TOTAL	120 TOTAL	120 TOTAL
		Conforms					
	0	Active					
	0	\$610					

SPONSOR: Pima County ACTION: Programming of updated federal transit apportionments for FY 2024.

TipID	RTAID	STREET/PROJECT NAME	PROPOSED FUNDING (IN THOUSANDS OF DOLLARS)				
			FISCAL YEAR				
SponsorID	Length	LOCATION	2022	2023	2024	2025	2026
StateID	Existing Lanes	PROJECT DESCRIPTION					
FedID	After Lanes	AQ STATUS	TIP STATUS				
TOTAL COST							

ITEM A

Existing Approval							
471.00	46_b	Bus Replacements Citywide Replacement buses Conforms	677 FLEX P	672 FLEX P	677 FLEX P	677 FLEX P	677 FLEX P
			5253 FTA5307 P	5883 FTA5307 P	5883 FTA5307 P	5883 FTA5307 P	5883 FTA5307 P
			1898 FTA5339 P	1625 FTA5339 P	1898 FTA5339 P	1898 FTA5339 P	1898 FTA5339 P
			1957 LOCAL P	1471 LOCAL P	1471 LOCAL P	1471 LOCAL P	1471 LOCAL P
			9785 TOTAL	406 LOCAL P	9929 TOTAL	9929 TOTAL	9929 TOTAL
ALI 11.12.01	0	Active \$49,797	168 LOCAL P	10225 TOTAL			

Proposed Request							
471.00	46_b	Bus Replacements Citywide Replacement buses Conforms	677 FLEX P	672 FLEX P	643 FLEX P	677 FLEX P	677 FLEX P
			5253 FTA5307 P	5883 FTA5307 P	7743 FTA5307 P	5883 FTA5307 P	5883 FTA5307 P
			1898 FTA5339 P	1625 FTA5339 P	1688 FTA5339 P	1898 FTA5339 P	1898 FTA5339 P
			1957 LOCAL P	1471 LOCAL P	1826 LOCAL P	1471 LOCAL P	1471 LOCAL P
			9785 TOTAL	406 LOCAL P	11900 TOTAL	9929 TOTAL	9929 TOTAL
	0	Active \$51,768	168 LOCAL P	10225 TOTAL			

SPONSOR: Tucson Transit ACTION: Programming of updated federal transit apportionments for FY 2024.

Communication #3803

SUBJECT: FY 2025–FY 2029 Transportation Improvement (TIP) Development Process Update and Review of the Draft TIP Project List

Meeting	Meeting Date	Agenda Category	Agenda Item #
Regional Council	April 4, 2024	Information	11

REQUESTED ACTION/SUGGESTED MOTION

This is an information item.

ASSOCIATED OWP WORK ELEMENT/GOAL

Work Element 40, Transportation Planning Activities

SUMMARY

Staff will be available to provide any updates on the FY 2025–FY 2029 PAG Transportation Improvement Program (TIP) development process, including information on the draft FY 2025–FY 2029 TIP project list.

Pima Association of Governments (PAG), as the regional metropolitan planning organization and required by the federal law, prepares a five-year schedule and programming budget of proposed transportation improvements within Pima County. The TIP is required to be updated at least every four years and involves a multi-step process in association with PAG’s member jurisdictions and other implementing agencies. The TIP addresses improvements to diverse elements of the regional transportation network including national, state and local highways, transit, bikeways and pedestrian facilities. The TIP also responds to various state and federal regulatory requirements for development of a transportation improvement program.

The draft project list and other elements of the draft PAG FY 2025–FY 2029 TIP will be presented to the public for review and comment, and the projects will be modeled for air quality conformity and Title VI conformity. A final draft of the TIP will be shared with the TPC prior to a 30-day public comment period. Following the 30-day public comment period, a public hearing will take place at the PAG Regional Council meeting where it will be considered for approval by the Regional Council.

PRIOR BOARD AND/OR COMMITTEE ACTION

- On March 20, 2024, the TPC recommended approval of the draft TIP project list.
- On March 13, 2024, the Management Committee concurred with ADOT’s

recommendation to keep the Overall Work Program (OWP) items separate from the TIP Project List.

- On Mar. 6, 2024, the TPC discussed the draft FY 2025 – FY 2029 TIP project list, requesting that a recommendation be provided on whether or not to include PAG-OWP items in the draft project list.
- On Feb. 21, 2024, an update was provided to the TPC.
- On Jan. 25, 2024, an update was provided to the Regional Council.
- On Jan. 17, 2024, an update was provided to the Management Committee.
- On Dec. 20, 2023, a meeting of the TIP Subcommittee was held.
- On Dec. 20, 2023, an update was provided to the TPC.
- On Dec. 14, 2023, a meeting of the Transit Working Group (TWG) was held.
- On Nov. 29, 2023, a meeting of the Transit Working Group (TWG) was held.
- On Nov. 28, 2023, a meeting of the TIP Subcommittee was held.
- On Nov. 15, 2023, an update was provided to the TPC.
- On Nov. 8, 2023, an update was provided to the Management Committee.
- On Oct. 31, 2023, a meeting of the TIP Subcommittee was held.
- On Sept. 20, 2023, a meeting of the TIP Subcommittee was held.
- In the previous fiscal year, there were multiple meetings and updates provided on the TIP development process, including to the Regional Council, Management Committee, Transportation Planning Committee, TIP Subcommittee and Transit Working Group.

FINANCIAL CONSIDERATIONS

The preliminary draft TIP project list is a compilation of separate draft projects lists. Each project list uses different funding sources informed by distinct regulations, policies and/or other limitations that govern the use of those funds.

TECHNICAL, POLICY, LEGAL OR OTHER CONSIDERATIONS

PAG develops the TIP consistent with federal regulations for metropolitan transportation planning as described in 23 CFR §450.326.

ATTACHED ADDITIONAL BACKUP INFORMATION

Draft project list for the FY 2025 – FY 2029 Transportation Improvement Program (TIP)

Staff Contact/Phone	<p>Farhad Moghimi, (520) 792-1093, ext. 4420</p> <p>Dave Atler, (520) 792-1093, ext. 1443</p> <p>Jamie Brown, (520) 792-1093, ext. 4473</p> <p>James Towe, (520) 792-1093, ext. 4471</p> <p>David Zynda, (520) 792-1093, ext. 4480</p>
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Pima Association of Governments 2025-2029 TIP Projects

Proposed

TipID	RTAID Length	STREET/PROJECT NAME LOCATION	PROPOSED FUNDING (IN THOUSANDS OF DOLLARS)							
			SponsorID	ExistingLanes	PROJECT DESCRIPTION	FISCAL YEAR				
						2025	2026	2027	2028	2029
StateID	AfterLanes	AQ STATUS TOTAL COST								
87.06	20 2.5 4 6	Barraza Aviation Pkwy Extension I-10 Widening Future SR210 connection to I-10 I-10. Alvernon Wav to Valencia Rd AO STATUS = Conforms Total Cost = 258259		9752 NHPP R 4717 NHPP D 585 STMatch R 283 STMatch D 4263 HURF26 R		9434 NHPP D 17213 NHPP R 566 STMatch D 1033 STMatch R		124709 NHPP C 7482 STMatch C		
The sponsor of this project is: ADOT										
7.23	6 8	I-10: 6th Ave TI Bridge Widening I-10: 6th Ave TI Bridge Widening Design. ROW and construction of bridge AO STATUS = Conforms Total Cost = 28187				2063 NHPP D 124 STMatch D 943 NHPP R 57 STMatch R		23585 NHPP C 1415 STMatch C		
The sponsor of this project is: ADOT										
9.23	1.0 4 6	I-10: Country Club Rd & Kino Interchan Traffic Interchanges at Country Club R Design. ROW & reconstruction of TIs & I-10 to AO STATUS = Conforms Total Cost = 500000	6686 HURF26 C 3314 PCLocal C 81649 NHPP C 4899 STMatch C 41108 NFP C 2467 STMatch C	62521 NHPP C 3751 STMatch C 44023 NFP C 2641 STMatch C	21277 NHPP C 1277 STMatch C					
The sponsor of this project is: ADOT										
6.23	1.4 1 1	I-10: Park Ave TI Ramp Reconstruction I-10 at Park Ave and IT Design. ROW and construction of ramps AO STATUS = Conforms Total Cost = 68241			4944 NHPP D 4717 NHPP R 297 STMatch D 283 STMatch R	54717 NHPP C 3283 STMatch C				
The sponsor of this project is: ADOT										
38.13	22 a	I-19: Irvington TI I-19 at Irvington Road Traffic Interchange at Irvington Rd. AO STATUS = Conforms Total Cost = 91453	30200 NHPP C 1812 STMatch C	44328 NHPP C 2660 STMatch C						
The sponsor of this project is: ADOT										
8.23	3.9 4 6	I-19: Valencia Rd to I-10 I-19: Valencia Rd to I-10 Phase 3 of I-19 Widening project AO STATUS = Conforms Total Cost = 232215	3033 NHPP D 182 STMatch D	4717 NHPP D 283 STMatch D 943 NHPP R 57 STMatch R	103372 NHPP C 6202 STMatch C	95005 NHPP C 5700 STMatch C	12001 NHPP C 720 STMatch C			
The sponsor of this project is: ADOT										

Pima Association of Governments 2025-2029 TIP Projects

Proposed

TipID SponsorID StateID FedID	RTAID Length ExistingLanes AfterLanes	STREET/PROJECT NAME LOCATION PROJECT DESCRIPTION AQ STATUS TOTAL COST	PROPOSED FUNDING (IN THOUSANDS OF DOLLARS)				
			FISCAL YEAR				
			2025	2026	2027	2028	2029
833.00 RLTAP 06P	0.0 0 0	Local Technical Assistance Program (LT Training funding for Tucson. Pima Countv. et.al AO STATUS = Conforms Total Cost = 250	50 STP S	50 STP S	50 STP S	50 STP S	50 STP S
The sponsor of this project is: ADOT							
562.00	0.0 0 0	Pavement Preservation Program Various Locations Reconstruct & Overlav AO STATUS = Conforms Total Cost = 2500	1200 LOCAL C	1200 LOCAL C			
The sponsor of this project is: Marana							
86.06 ST098	01 a 10.0 2 4	Tangerine Rd: I-10 to La Canada Dr Twin Peaks Rd to La Canada Dr Widen to 4 lanes with sidewalks & multi-use la AO STATUS = Conforms - Total Cost = 94274	4692 HURF12R C 17744 MAR C	340 HURF12R C		7401 HURF12R C	20000 HURF12R C
The sponsor of this project is: Marana							
3.23	41dl 3.5 0 2	Naranja Dr Multi-Use Path: La Cañada North of Naranja Dr.. between La Cañada Dr. Multi-use route for bicvcles and pedestrians AO STATUS = Conforms Total Cost = 3658	165 RTA C 2726 RTAG C				
The sponsor of this project is: Oro Valley							
22.23 103639		Systemic Flashing Yellow Arrows HSIP Tangerine Road & 1st Ave. Tangerine Road & L Safetv updates & the installation of flashing vel AO STATUS = Conforms Total Cost = 570	309 HSIP C				
The sponsor of this project is: Oro Valley							
14.22	21 d	Bus pullout at Valencia Road and Ignac Valencia Road and Ignacio M. Baumea Drive Bus pullout AO STATUS = Conforms Total Cost = 350	0 RTA C				
The sponsor of this project is: Pascua Yaqui							

Pima Association of Governments 2025-2029 TIP Projects

Proposed

TipID SponsorID StateID FedID	RTAID Length ExistingLanes AfterLanes	STREET/PROJECT NAME LOCATION PROJECT DESCRIPTION AQ STATUS TOTAL COST	PROPOSED FUNDING (IN THOUSANDS OF DOLLARS)				
			FISCAL YEAR				
			2025	2026	2027	2028	2029
75.06	47 d 0.0 0 0	Volunteer Transit Volunteer Service Coordinated w/Pima Council on Aging AO STATUS = Conforms Total Cost = 500	250 RTA O	250 RTA O	0 RTA O	0 RTA O	0 RTA O
The sponsor of this project is: PCOA							
82.06 4RTFIR	13 1.0 2 4	1st Ave: Orange Grove Rd to Ina Rd Orange Grove Rd to Ina Rd Widen to 4 lanes w/bike lanes AO STATUS = Conforms Total Cost = 7256		700 LOCAL D	1000 HURF12R D	1583 HURF12R C 6506 STP C	
The sponsor of this project is: Pima County							
98.12	0.0 0 0	ADA Transit Enhancements Various Bus Stop enhancements (sidewalks, ramps, pa AO STATUS = Conforms Total Cost = 605	100 FTA5307 C 25 LOCAL C	100 FTA5307 C 25 LOCAL C	100 FTA5307 C 25 LOCAL C	100 FTA5307 C 25 LOCAL C	100 FTA5307 C 25 LOCAL C
The sponsor of this project is: Pima County							
13.22 103371 08258	0.2 2 2	Aio Wash Bridge Telera Street in Aio: Bridge Structure #: 08258 OSB replacement structure to a triple reinforc AO STATUS = Conforms Total Cost = 1042	44 LOCAL C 717 OSB C				
The sponsor of this project is: Pima County							
24.23 8302 T0540 S01D/ PPM-0(273)D	0.2 1 2	Florida Canyon Wash Madera Canvon Road & Medium Wash OSB: Design & Con bridge replacement AO STATUS = Conforms Total Cost = 8070		7285 OSB C			
The sponsor of this project is: Pima County							
23.23 T0541 S01D/ PPM-0(274)D	0.2 1 2	Medium Wash Canvon Bridge Replace Madera Canvon Road at Medium Wash Design & construct bridge replacement at Mad AO STATUS = Conforms Total Cost = 4630		4028 OSB C			
The sponsor of this project is: Pima County							

Pima Association of Governments 2025-2029 TIP Projects

Proposed

TipID	RTAID SponsorID StateID FedID	Length ExistingLanes AfterLanes	STREET/PROJECT NAME LOCATION PROJECT DESCRIPTION AQ STATUS TOTAL COST	PROPOSED FUNDING (IN THOUSANDS OF DOLLARS)					
				FISCAL YEAR					
				2025	2026	2027	2028	2029	
45.23			Palo Verde Rd and Michigan St. HAWK HSIP: Palo Verde Rd and Michigan St Construct and install a Pedestrian Hvrld Beaco AO STATUS = Conforms Total Cost = 589		414 HSIP C				
The sponsor of this project is: Pima County									
4.23		41dm 1.0 0 2	Palo Verde Road Sidewalks Palo Verde Road, from approx 4700 S. Palo Ver 4700 S. Palo Verde Road to 4100 S. Palo Verde AO STATUS = Conforms Total Cost = 2328		121 RTA C 2007 RTAG C				
The sponsor of this project is: Pima County									
25.23		0.1	Romero Road and Ruthrauff Road, Flas Intersection of North Romero Road and West HSIP: Design & Construction yellow warning ar AO STATUS = Conforms Total Cost = 707		457 HSIP C				
The sponsor of this project is: Pima County									
10.23 CTR.4VALMR		1.3 4 6	Valencia Road - Mission Road to Camin Valencia Road - Mission Road to Camino de la Reconstruct West Valencia Rd and widen from AO STATUS = Conforms Total Cost = 0	1540 LOCAL D					
The sponsor of this project is: Pima County									
33.12		48 g 0.0 0 0	Purchase of Sun Shuttle Vehicles Regionwide Transit Purchase Sun Shuttle Vehicles AO STATUS = Conforms Total Cost = 4707	817 FTA5307 PMT 1022 RTA P -817 RTA REV	1020 FTA5307 PMT 1275 RTA P -1020 RTA REV	0 RTA PMT 0 RTA REV 0 FTA5307 PMT	0 RTA PMT 0 RTA REV 0 FTA5307 PMT	0 RTA PMT 0 RTA REV 0 FTA5307 PMT	
The sponsor of this project is: RTA									
97.06		47 i 0.0 0 0	RTA Special Needs Transit Expansion Expanded service area New areas - Include OV ADA DAR AO STATUS = Conforms Total Cost = 7950	3916 RTA O	4034 RTA O	0 RTA O	0 RTA O	0 RTA O	
The sponsor of this project is: RTA									

Pima Association of Governments 2025-2029 TIP Projects

Proposed

TipID SponsorID StateID FedID	RTAID Length ExistingLanes AfterLanes	STREET/PROJECT NAME LOCATION PROJECT DESCRIPTION AQ STATUS TOTAL COST	PROPOSED FUNDING (IN THOUSANDS OF DOLLARS)									
			FISCAL YEAR									
			2025		2026		2027		2028		2029	
69.06	43 0.0 0 0	Small Business Assistance Main Street Small Business Assistance AO STATUS = Conforms Total Cost = 10000	475 RTA C	339 RTA C								
The sponsor of this project is: RTA												
72.06	4870 0.0 0 0	Sun Shuttle Base Transit Services Route Service 413. 430. 440. Aio DAR. Marana DAR AO STATUS = Conforms Total Cost = 5487	2703 RTA O -631 RTA REV 631 FTA5311 PMT	2784 RTA O -650 RTA REV 650 FTA5311 PMT	0 RTA O 0 RTA REV 0 RTA PMT	0 RTA O 0 RTA REV 0 RTA PMT	0 RTA O 0 RTA REV 0 RTA PMT	0 RTA O 0 RTA REV 0 RTA PMT	0 RTA O 0 RTA REV 0 RTA PMT	0 RTA O 0 RTA REV 0 RTA PMT		
The sponsor of this project is: RTA												
42.10	487e 0.0 0 0	Sun Shuttle Expanded Transit Services Regionwide Exp.Svc 401. 412. GV DAR. OV DAR. Aio-Tuc. Aio-Gila AO STATUS = Conforms Total Cost = 8439	4157 RTA O -431 RTA REV 431 FTA5311 PMT	4282 RTA O 444 FTA5311 PMT -444 RTA REV	0 RTA O 0 RTA REV 0 FTA5311 PMT	0 RTA O 0 RTA REV 0 FTA5311 PMT	0 RTA O 0 RTA REV 0 FTA5311 PMT	0 RTA O 0 RTA REV 0 FTA5311 PMT	0 RTA O 0 RTA REV 0 FTA5311 PMT	0 RTA O 0 RTA REV 0 FTA5311 PMT		
The sponsor of this project is: RTA												
93.06	4671 0.0 0 0	Sun Tran - Frequency and Area Expansi Improve frequencies along maior routes. exte AO STATUS = Conforms Total Cost = 4726	2328 RTA O	2398 RTA O	0 RTA O	0 RTA O	0 RTA O	0 RTA O	0 RTA O	0 RTA O		
The sponsor of this project is: RTA												
13.11	473a 0.0 0 0	Transferred Special Needs Transit Serv Operating funds for Expanded Transit Services AO STATUS = Conforms Total Cost = 5173	2548 RTA O 4757 MOE PMT -4757 RTA REV	2625 RTA O 4900 MOE PMT -4900 RTA REV	0 RTA O 0 RTA REV 0 MOE PMT	0 RTA O 0 RTA REV 0 MOE PMT	0 RTA O 0 RTA REV 0 MOE PMT	0 RTA O 0 RTA REV 0 MOE PMT	0 RTA O 0 RTA REV 0 MOE PMT	0 RTA O 0 RTA REV 0 MOE PMT		
11.80.00	The sponsor of this project is: RTA											
7.18	36bv	Intersection Improvement: 6th Av and Intersection of 6th Av and 40th St Intersection improvements AO STATUS = Conforms Total Cost = 1000	0 RTA C									
The sponsor of this project is: South Tucson												

Pima Association of Governments 2025-2029 TIP Projects

Proposed

TipID	RTAID	STREET/PROJECT NAME	PROPOSED FUNDING							
			SponsorID	Length	LOCATION	(IN THOUSANDS OF DOLLARS)				
						StateID	ExistingLanes	PROJECT DESCRIPTION	FISCAL YEAR	
FedID	AfterLanes	AQ STATUS	TOTAL COST	2025	2026	2027	2028	2029		
6.18	36bu	Intersection Improvement: 4th Av and Intersection of 4th Av and 40th St Construct Intersection to improve capacity and AO STATUS = Conforms Total Cost = 1000		0 RTA C						
The sponsor of this project is: South Tucson										
12.21 10113336		Joint Seal Air Freight Apron - Phase 2 TUS: Joint Seal Air Freight Apron - Phase 2 TUS Project No.10110090: Joint Seal Air Freight AO STATUS = Conforms Total Cost = 764		764 LOCAL D						
The sponsor of this project is: TAA										
5.21		Runway 15/33 construct. asphalt. mill. Rvan Airfield - Runway 15/33 RYN No. 20120300: 4.000 asphalt. mill. and ov AO STATUS = Conforms Total Cost = 1260		126 LOCAL C 1134 SAF C						
The sponsor of this project is: TAA										
48.23 20109023		Rvan Airfield - Land Acquisition Rvan Airfield Conduct EA and Acquire 39.5 acres for expansi AO STATUS = Conforms Total Cost = 1012					225 SAF S 25 LOCAL S	686 SAF R 76 LOCAL R		
The sponsor of this project is: TAA										
43.10 20109018	0.0 0 0	Rvan Airfield Apron Construction Apron construction - Phase 1 & 2 AO STATUS = Conforms Total Cost = 7580				183 LOCAL C 3731 FAA C 183 SAF C				
The sponsor of this project is: TAA										
27.14 20112225		Rvan Airfield CCTV Cameras Rvan Airfield Install CCTV Cameras AO STATUS = Conforms Total Cost = 150						150 LOCAL C		
The sponsor of this project is: TAA										

Pima Association of Governments 2025-2029 TIP Projects

Proposed

TipID	RTAID	STREET/PROJECT NAME	PROPOSED FUNDING							
			SponsorID	Length	LOCATION	(IN THOUSANDS OF DOLLARS)				
						StateID	ExistingLanes	PROJECT DESCRIPTION	FISCAL YEAR	
FedID	AfterLanes	AQ STATUS	TOTAL COST	2025	2026	2027	2028	2029		
9.21		RYAN: Design Runway 6R/24L Extensio Rvan Airfield: Design Runway 6R/24L Extension RYN Proiect No. 20120304: Extend Runwav AO STATUS = Conforms Total Cost = 374			62 LOCAL S 563 SAF S		4891 FAA D 240 SAF D 240 LOCAL D	191 LOCAL C 191 LOCAL C 3885 FAA C		
The sponsor of this project is: TAA										
1.21		TUS Airport Authority Master Plan Tucson Airport - Master Plan TUS Proiect No.10119124: Master Plan Update AO STATUS = Conforms Total Cost = 1000					100 LOCAL S 900 SAF S			
The sponsor of this project is: TAA										
25.04	10100-362	TUS Economy Overflow Lot Upgrdae Paving on economv overflow lot Buildout north portion of Economy lot AO STATUS = Conforms Total Cost = 3521					3521 LOCAL C			
The sponsor of this project is: TAA										
4.15		TUS Near Parallel Runwav TUS Relocate runwav 11R/29L and associated taxiw AO STATUS = Conforms Total Cost = 255101	23647 LOCAL C 61081 FAA C 2999 SAF C	1503 LOCAL C 36632 FAA C 1503 SAF C	1471 LOCAL C 1471 SAF C 36969 FAA C					
The sponsor of this project is: TAA										
32.14	10113366	TUS Taxiway A TUS Reconstruct Taxiway A and shoulders AO STATUS = Conforms Total Cost = 1848				83 LOCAL C 1682 FAA C 83 SAF C				
The sponsor of this project is: TAA										
96.10	10106575	TUS Taxiway G - Phase 3 Construct Taxiway G AO STATUS = Conforms Total Cost = 2305					103 LOCAL C 103 SAF C 2099 FAA C			
The sponsor of this project is: TAA										

Pima Association of Governments 2025-2029 TIP Projects

Proposed

TipID	RTAID SponsorID StateID FedID	Length ExistingLanes AfterLanes	STREET/PROJECT NAME LOCATION PROJECT DESCRIPTION AQ STATUS TOTAL COST	PROPOSED FUNDING (IN THOUSANDS OF DOLLARS)				
				FISCAL YEAR				
				2025	2026	2027	2028	2029
16.23 10122471(80)			TUS Terminal Expansion and Renovati TUS Terminal Expansions and Renovation- Phase 1 AO STATUS = Conforms Total Cost = 93284			88620 FAA C 4664 LOCAL C		
The sponsor of this project is: TAA								
17.23 10122471(80)			TUS Terminal Expansion and Renovati TUC Terminal Expansions and Renovation- Phase 2 AO STATUS = Conforms Total Cost = 97948			93050 FAA C 4898 LOCAL C		
The sponsor of this project is: TAA								
14.23 10122471(80)			TUS Terminal Expansion and Renovati TUS Terminal Expansions and Renovation- EA & Prel AO STATUS = Conforms Total Cost = 5604	5323 FAA S 281 LOCAL S				
The sponsor of this project is: TAA								
37.23 103608			18 Signalized Intersections. Tucson Flashing Yellow Arrow Conversions Replace sig HSIP:Design. construct. install traffic signal infr AO STATUS = Conforms Total Cost = 1811	1440 HSIP C				
The sponsor of this project is: Tucson								
11.22	41 8.0		18th St, 8th Ave, S. Campbell/Pinal Bicy Various corridors Design and construct Bike Blvd improvements AO STATUS = Conforms Total Cost = 1160	0 RTA C				
The sponsor of this project is: Tucson								
81.06 SR11	14 3.1 4 6		1st Ave: Grant to River Grant Rd. to River Rd. Widen to 6 lanes AO STATUS = Conforms Total Cost = 68950	17400 RTA D 16000 RTA C	19348 RTA C			
The sponsor of this project is: Tucson								

Pima Association of Governments 2025-2029 TIP Projects

Proposed

TipID	RTAID	STREET/PROJECT NAME	PROPOSED FUNDING				
			(IN THOUSANDS OF DOLLARS)				
SponsorID	Length	LOCATION	FISCAL YEAR				
StateID	ExistingLanes	PROJECT DESCRIPTION	2025	2026	2027	2028	2029
FedID	AfterLanes	AQ STATUS TOTAL COST					
32.00	30	22nd St: Camino Seco to Houghton Rd	644 HURF12R C	11115 HURF12R C	17251 HURF12R C		
	2.0	Camino Seco to Houghton Rd	531 RTA C	1000 TUC C			
	4	Improve 3 and 4 lane roadwav	1000 TUC C				
	4	AO STATUS = Conforms Total Cost = 32541					
The sponsor of this project is: Tucson							
131.00	19 a	22nd St: I-10 to Tucson Blvd	15643 STP C	1940 HURF12R C	3081 HURF12R C	15069 HURF12R C	2318 HURF12R C
SR5A	3.7	I-10 to Tucson Blvd	879 HURF12R C	13911 STP C	10447 STP C	9450 STP C	15956 STP C
	5	Widen to 6 lanes					
	6	AO STATUS = Conforms Total Cost = 145700					
The sponsor of this project is: Tucson							
38.23		4 Signalized Intersections, Tucson		3081 HSIP C			
103609		Four locations		24 LOCAL C			
		HSIP: Four Intersections. Positive Offsets & FYA					
		AO STATUS = Conforms Total Cost = 4045					
The sponsor of this project is: Tucson							
83.12	41cp	5th St Bike Boulevard: 7th Avenue to U	0 RTA C				
SP11	0.0	5th Street. from 7th to Universitv					
	0	Design and construct a bike boulevard					
	0	AO STATUS = Conforms Total Cost = 375					
The sponsor of this project is: Tucson							
36.23		9 Crosswalk Locations, Tucson	3664 HSIP C				
103611		Design and construct HAWK at 9 Location					
		HSIP Design, construct&install traffic signal infr					
		AO STATUS = Conforms Total Cost = 4442					
The sponsor of this project is: Tucson							
35.23		Aio Way: Benson Hwy to I-10, Tucson	1045 HSIP C				
103610	0.7	Lighting - 28 Light Poles w/6 Control Cabinets					
		HSIP: Design, construct, and install new street l					
		AO STATUS = Conforms Total Cost = 1307					
The sponsor of this project is: Tucson							

Pima Association of Governments 2025-2029 TIP Projects

Proposed

TipID	RTAID SponsorID StateID FedID	Length ExistingLanes AfterLanes	STREET/PROJECT NAME LOCATION PROJECT DESCRIPTION AQ STATUS TOTAL COST	PROPOSED FUNDING (IN THOUSANDS OF DOLLARS)					
				FISCAL YEAR					
				2025	2026	2027	2028	2029	
46.23		9.0 0 0	Alamo Wash Greenway Loop@ Rillito River Park to Aviation Bikeway 10 ft wide asphalt path, lighting, landscaping, a AO STATUS = Conforms Total Cost = 27000		10496 LOCAL C				
The sponsor of this project is: Tucson									
76.12 SP09	41cr 0.0 0 0	Arrovo Chico Greenway: Country Club Winsett Blvd between Country Club and Treat signalized crossing, greenway segment AO STATUS = Conforms Total Cost = 600	0 RTA C						
The sponsor of this project is: Tucson									
41.23	1.0	Atrevesando Comunidades Tuc Gwav W. Nebraska St. over I-19 Planning & design of bike ped bridge: I-19 and AO STATUS = Conforms Total Cost = 1125	900 FEDAID D 225 LOCAL D						
The sponsor of this project is: Tucson									
32.15 49B4	41cz	Bike Boulevard Package I Citywide Bike Boulevards AO STATUS = Conforms Total Cost = 1000	0 RTA C						
The sponsor of this project is: Tucson									
19.10 49B3	41bl 0.0 0 0	Bike Lane Package III Various Locations TBD Design and Construction of bike lane package I AO STATUS = Conforms Total Cost = 400	0 RTA C						
The sponsor of this project is: Tucson									
22.05 SR3A	17 1.5 5 6	Broadway Blvd: Euclid Ave to Country Euclid Ave to Country Club Rd widen to 6 lanes, bus pullouts, sidewalks, bike AO STATUS = Conforms Total Cost = 74761	0 RTA C						
The sponsor of this project is: Tucson									

Pima Association of Governments 2025-2029 TIP Projects

Proposed

TipID	RTAID Length	STREET/PROJECT NAME LOCATION	PROPOSED FUNDING (IN THOUSANDS OF DOLLARS)				
			FISCAL YEAR				
			2025	2026	2027	2028	2029
103612	1.0	Broadway Blvd; Pantano Rd to Camino Lighting - 67 Light Poles w/12 Control Cabinets HSIP:Design. construct. and install new street li AO STATUS = Conforms Total Cost = 2090		1720 HSIP C			
The sponsor of this project is: Tucson							
103613		Camp Lowell Rd. Columbus Blvd to Sw HSIP: Lighting - 26 Light Poles w/4 Control Cabi Camp Lowell Rd from Columbus Blvd to Swan AO STATUS = Conforms Total Cost = 940		716 HSIP C			
The sponsor of this project is: Tucson							
		Country Club Rd - Street Lighting, Gran Country Club Rd between Grant Rd and 22nd S HSIP: Design and Construct continuous street l AO STATUS = Conforms Total Cost = 1576	0 LOCAL C				
The sponsor of this project is: Tucson							
S30N	16 a 0.5 0 4	Downtown Links: Broadway to I-10 Broadway to I-10 Construct new 4 lane roadwav AO STATUS = Conforms Total Cost = 100537	0 RTA C				
The sponsor of this project is: Tucson							
	5.0 0 2	Drexel Bridge Midvale Park Road to Calle Santa Cruz A new two-lane bridge over the Santa Cruz Riv AO STATUS = Conforms Total Cost = 38000		4000 LOCAL C 12400 STATE C			
The sponsor of this project is: Tucson							
		Flashing Yellow Arrow and Backplates Citywide- 22 locations listed HSIP: Convert signals to flashing yellow arrows AO STATUS = Conforms Total Cost = 436	325 HSIP C				
The sponsor of this project is: Tucson							

Pima Association of Governments 2025-2029 TIP Projects

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			FISCAL YEAR				
			2025	2026	2027	2028	2029
28.21		Flashing Yellow Arrow, Backplates and Citywide - 40 Locations HSIP: Convert signals to FYA AO STATUS = Conforms Total Cost = 1187	1034 HSIP C				
The sponsor of this project is: Tucson							
55.06 SR2A	18 5.0 4 6	Grant Rd: Oracle Rd to Swan Rd Oracle Rd to Swan Rd Widen to 6 lanes + bike lanes & sidewalks AO STATUS = Conforms Total Cost = 90374	12675 RTA C 8979 HURF12R C				
The sponsor of this project is: Tucson							
84.06 SR16	15 0.0 4 6	Grant Rd: RR Underpass Reconstructio Grant Rd near I-10 Reconstruct existing RR underpass AO STATUS = Conforms Total Cost = 25119	7838 HURF12R C	3000 HURF26 C			
The sponsor of this project is: Tucson							
38.00	31 3.0 2 6	Harrison Rd: Irvington Rd to Golf Links Irvington Rd. to Golf Links Rd. Bridge over the Pantano Wash only AO STATUS = Conforms Total Cost = 22619	1169 HURF12R D	1831 HURF12R D 10261 HURF12R C			
The sponsor of this project is: Tucson							
30.21		HAWK Package 2 2 locations: Speedwav Blvd/Sahuara. Silverlake HISP: PHB HAWK Pedestrian Safety projects AO STATUS = Conforms Total Cost = 660	0 LOCAL C				
The sponsor of this project is: Tucson							
29.15 SH31-33	37bf	HAWKs Speedway+Richev Grant+Arcad Speedwav/Richev. Grant/Arcadia. 22nd/Belved Design and construction of 3 HAWK crossings AO STATUS = Conforms Total Cost = 501	0 RTA C				
The sponsor of this project is: Tucson							

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				FISCAL YEAR				
				2025	2026	2027	2028	2029
16.15 SR11		32 i	Houghton Rd: 22nd St to Irvington Rd Houghton Rd from 22nd St to Irvington Rd Widen Houghton Road AO STATUS = Conforms Total Cost = 39928		5982 PCDIFO C	8000 HURF12R C	6461 HURF12R C	9691 HURF12R C
The sponsor of this project is: Tucson								
10.22		41 1.3	Marv Ann Cleveland Wav Shared-Use P Houghton Rd to Atterbury Wash. along north s Design & construct new biking & walking path AO STATUS = Conforms Total Cost = 2038	0 RTA C				
The sponsor of this project is: Tucson								
32.23 103615			Park Ave & Ohio St, Tucson Street Lighting - 8 Light Poles w/1 Control Cabi HSIP: Design, construct, and install new street l AO STATUS = Conforms Total Cost = 401	231 HSIP C				
The sponsor of this project is: Tucson								
5.23 104826		41dn 14.9 0 1	Sahuara Bike Blvd & Copper/Flower Bi Two bicvle pathwavs: one north-south. one e RTAG: 2 proiects will assist in safe routes for n AO STATUS = Conforms Total Cost = 0		104 RTA C 1725 RTAG C			
The sponsor of this project is: Tucson								
56.06 SR6A		05 7.6 2 4	Silverbell Rd: Grant to Ina Grant to Ina Widen to 4 lanes w/ bike lanes AO STATUS = Conforms Total Cost = 39540	4760 HURF12R C	6326 HURF12R C			
The sponsor of this project is: Tucson								
31.23 103617		0.3	Swan Road; Camp Lowell Dr - Fort Low Lighting - 14 Light Poles w/4 Control Cabinets HSIP: Design, construct, and install new street l AO STATUS = Conforms Total Cost = 820		598 HSIP C			
The sponsor of this project is: Tucson								

Pima Association of Governments 2025-2029 TIP Projects

Proposed

TipID SponsorID StateID FedID	RTAID Length ExistingLanes AfterLanes	STREET/PROJECT NAME LOCATION PROJECT DESCRIPTION AQ STATUS TOTAL COST	PROPOSED FUNDING (IN THOUSANDS OF DOLLARS)				
			FISCAL YEAR				
			2025	2026	2027	2028	2029
30.23 103618	0.5	Tanque Verde Rd: Tanque Verde Wash Tanque Verde, Bridge Limits to Woodland Rd HSIP: Design, construct, and install new street l AO STATUS = Conforms Total Cost = 882		660 HSIP C			
The sponsor of this project is: Tucson							
90.12 SP14	41di 0.0 0 0	UA 2nd Street Bike and Pedestrian Imp 2nd Street, from Park to Highland Bike and pedestrian safety improvements AO STATUS = Conforms Total Cost = 278	0 RTA D				
The sponsor of this project is: Tucson							
60.06	23 4.4 6 6	Valencia Rd: I-19 to Alvernon I-19 to Alvernon Construct controlled access improvements AO STATUS = Conforms Total Cost = 9890		2045 STP C 1740 HURF12R D	499 HURF12R C 5509 STP C		
The sponsor of this project is: Tucson							
59.06 SR14	25 4.7 4 6	Valencia Rd: Kolb Rd to Houghton Rd Kolb Rd to Houghton Rd Widen to 6 lanes AO STATUS = Conforms Total Cost = 28596	5200 RTA C 1500 TUC C				
The sponsor of this project is: Tucson							
20.23 T0466 TUC-0(275)D	11.7	Western Hills Neighborhood Revitaliza Western Hills, Western Hills II, Las Vistas neigh Rehabilitate pavement and address ADA ramp AO STATUS = Conforms Total Cost = 0	2483 FEDAID C 8235 LOCAL C				
The sponsor of this project is: Tucson							
471.00 ALI 11.12.01	46 b 0.0 0 0	Bus Replacements Citywide Replacement buses AO STATUS = Conforms Total Cost = 49797	1688 FTA5339 P 643 FLEX P 5683 FTA5307 P 1462 LOCAL P	1688 FTA5339 P 643 FLEX P 7506 FTA5307 P 1784 LOCAL P	1688 FTA5339 P 643 FLEX P 7681 FTA5307 P 1815 LOCAL P	1688 FTA5339 P 643 FLEX P 1998 FTA5307 P 812 LOCAL P	1688 FTA5339 P 643 FLEX P 7048 FTA5307 P 1703 LOCAL P
The sponsor of this project is: Tucson Transit							

Pima Association of Governments 2025-2029 TIP Projects

Proposed

TipID	RTAID	STREET/PROJECT NAME	PROPOSED FUNDING							
			SponsorID	Length	LOCATION	(IN THOUSANDS OF DOLLARS)				
						FISCAL YEAR				
StateID	ExistingLanes	PROJECT DESCRIPTION	2025	2026	2027	2028	2029			
FedID	AfterLanes	AQ STATUS TOTAL COST								
3.15		CNG Fueling System NW SunTran NW Facility Sun Tran NW Facility/CNG Fueling System AO STATUS = Conforms Total Cost = 876	350 FTA5307 O 88 LOCAL O	350 FTA5307 O 88 LOCAL O						
The sponsor of this project is: Tucson Transit										
6.19		Electric Bus Charging Infrastructure System Wide Charging infrastructure for EV AO STATUS = Conforms Total Cost = 1250	1000 FTA5307 O 250 LOCAL O							
The sponsor of this project is: Tucson Transit										
12.22	41	FTA 5337 State of Good Repair Formula Region wide FTA 5337 AO STATUS = Conforms Total Cost = 610	488 FTA 5337 PMX 122 LOCAL PMX	488 FTA PMX 122 LOCAL PMX	488 FTA 5337 PMX 122 LOCAL PMX	488 FTA 5337 PMX 122 LOCAL PMX	488 FTA 5337 PMX 122 LOCAL PMX			
The sponsor of this project is: Tucson Transit										
2.13	4675 0.0 0 0	Marana Transit Services Marana. various locations Transit services in Marana AO STATUS = Conforms Total Cost = 197	97 RTA O 121 MOE PMT -121 RTA REV	100 RTA O 125 MOE PMT -125 RTA REV	0 RTA O 0 RTA REV 0 MOE PMT	0 RTA O 0 RTA REV 0 MOE PMT	0 RTA O 0 RTA REV 0 MOE PMT			
The sponsor of this project is: Tucson Transit										
42.12	4672 0.0 0 0	Pima County Transit Services Various locations Replace service formally provided by Pima Cou AO STATUS = Conforms Total Cost = 9426	4643 RTA O 3171 MOE PMT -3171 RTA REV	4783 RTA O 3266 MOE PMT -3266 RTA REV	0 RTA O 0 RTA REV 0 RTA PMT	0 RTA O 0 RTA REV 0 RTA PMT	0 RTA O 0 RTA REV 0 RTA PMT			
The sponsor of this project is: Tucson Transit										
68.03	0.0 0 0	Preventative Maintenance SunTran & VanTran Provide capital maintenance AO STATUS = Conforms Total Cost = 39320	5648 FTA5307 O 1412 LOCAL O	6178 FTA5307 O 1545 LOCAL O	6000 FTA5307 O 1500 LOCAL O	6204 FTA5307 O 1551 LOCAL O	6000 FTA5307 O 1500 LOCAL O			
The sponsor of this project is: Tucson Transit										

Pima Association of Governments 2025-2029 TIP Projects

Proposed

TipID	RTAID SponsorID StateID FedID	Length ExistingLanes AfterLanes	STREET/PROJECT NAME LOCATION PROJECT DESCRIPTION AQ STATUS TOTAL COST	PROPOSED FUNDING (IN THOUSANDS OF DOLLARS)				
				FISCAL YEAR				
				2025	2026	2027	2028	2029
16.18			Preventative Maintenance (Real Prope Regionwide Preventative maintenance on real property AO STATUS = Conforms Total Cost = 4563	750 FTA5307 C 188 LOCAL C	750 FTA5307 C 188 LOCAL C	700 FTA5307 C 175 LOCAL C	700 FTA5307 C 175 LOCAL C	700 FTA5307 C 175 LOCAL C
The sponsor of this project is: Tucson Transit								
9.22		41	Safetv for Transit Tucson Funding will be used to support performance t AO STATUS = Conforms Total Cost = 185	147 FTA5307 O 37 LOCAL O	147 FTA5307 O 37 LOCAL O	147 FTA O 37 LOCAL O	147 FTA5307 O 37 LOCAL O	147 FTA5307 O 37 LOCAL O
The sponsor of this project is: Tucson Transit								
64.03		0.0 0 0	Security for Transit 1% of FTA Apportionment Required Install AO STATUS = Conforms Total Cost = 1093	196 FTA5307 O 49 LOCAL O	196 FTA5307 O 49 LOCAL O	196 FTA5307 O 49 LOCAL O	196 FTA5307 O 49 LOCAL O	196 FTA5307 O 49 LOCAL O
The sponsor of this project is: Tucson Transit								
43.12		4674 0.0 0 0	South Tucson Transit Services Providing transit services in South Tucson AO STATUS = Conforms Total Cost = 1171	577 RTA O	594 RTA O	0 RTA O	0 RTA O	0 RTA O
The sponsor of this project is: Tucson Transit								
42.13			Sun Shuttle OV DAR Bus Replacements Region wide Replace sun shuttles on OV DAR rotues AO STATUS = Conforms Total Cost = 207	269 FTA5307 P 68 LOCAL P	403 FTA5307 P 101 LOCAL P	269 FTA5307 P 68 LOCAL P	292 FTA5307 P 73 LOCAL P	292 FTA5307 P 73 LOCAL P
The sponsor of this project is: Tucson Transit								
95.06		4976 0.0 0 0	Sun Tran - Express Service Expansion Expand existing express routes New routes including Sun Shuttle Rte 421X AO STATUS = Conforms Total Cost = 3979	1960 RTA O 318 FTA5311 PMT -318 RTA REV	2019 RTA O 328 FTA5311 PMT -328 RTA REV	0 RTA O 0 RTA REV 0 FTA5311 PMT	0 RTA O 0 RTA REV 0 FTA5311 PMT	0 RTA O 0 RTA REV 0 FTA5311 PMT
The sponsor of this project is: Tucson Transit								

Pima Association of Governments 2025-2029 TIP Projects

Proposed

TipID	RTAID SponsorID StateID FedID	Length ExistingLanes AfterLanes	STREET/PROJECT NAME LOCATION PROJECT DESCRIPTION AQ STATUS TOTAL COST	PROPOSED FUNDING (IN THOUSANDS OF DOLLARS)									
				FISCAL YEAR									
				2025		2026		2027		2028		2029	
70.06		44 0.0 0 0	Sun Tran - Weekday Evening Service Expansion Expand weekday evening service along major routes AO STATUS = Conforms Total Cost = 4895	2411 RTA O	0	2484 RTA O	0	0 RTA O	0	0 RTA O	0	0 RTA O	0
The sponsor of this project is: Tucson Transit													
94.06		45 0.0 0 0	Sun Tran - Weekend Service Expansion Expand weekend service along major routes AO STATUS = Conforms Total Cost = 4293	2115 RTA O	0	2178 RTA O	0	0 RTA O	0	0 RTA O	0	0 RTA O	0
The sponsor of this project is: Tucson Transit													
27.03		0.0 0 0	Sun Van Replacement Vans Citywide Purchase replacement paratransit vehicles AO STATUS = Conforms Total Cost = 9490	3400 FTA5307 P 600 LOCAL P		2500 FTA5307 P 442 LOCAL P		3866 FTA5307 P 683 LOCAL P		9503 FTA5307 P 1677 LOCAL P		4657 FTA5307 P 822 LOCAL P	
ALI 11.12.15	The sponsor of this project is: Tucson Transit												
71.06		473b 0.0 0 0	Sun Van/Paratransit Expansion Expand ADA paratransit services regionwide AO STATUS = Conforms Total Cost = 4866	2397 RTA O	0	2469 RTA O	0	0 RTA O	0	0 RTA O	0	0 RTA O	0
The sponsor of this project is: Tucson Transit													
77.08		0.0 0 0	Support Vehicles - Sun Tran Support vehicles for Sun Tran operations Support vehicles for Sun Tran operations AO STATUS = Conforms Total Cost = 600	360 FTA5307 P 90 LOCAL P		240 FTA5307 P 60 LOCAL P		391 FTA5307 P 98 LOCAL P		210 FTA5307 P 53 LOCAL P		210 FTA5307 P 53 LOCAL P	
The sponsor of this project is: Tucson Transit													
8.19			Transit Employee Training System Wide Employee Training AO STATUS = Conforms Total Cost = 128	25 FTA5307 O 7 LOCAL O		25 FTA5307 O 7 LOCAL O		25 FTA5307 O 7 LOCAL O		25 FTA5307 O 7 LOCAL O		25 FTA5307 O 7 LOCAL O	
5/24/2018	The sponsor of this project is: Tucson Transit												

Pima Association of Governments 2025-2029 TIP Projects

Proposed

TipID	RTAID SponsorID StateID FedID	Length ExistingLanes AfterLanes	STREET/PROJECT NAME LOCATION PROJECT DESCRIPTION AQ STATUS TOTAL COST	PROPOSED FUNDING (IN THOUSANDS OF DOLLARS)				
				FISCAL YEAR				
				2025	2026	2027	2028	2029
32.03		0.0 0 0	Transit Enhancements/ADA Citywide 1% of FTA Apportionment AO STATUS = Conforms Total Cost = 1028	156 FTA5307 C 39 LOCAL C	156 FTA5307 C 39 LOCAL C	196 FTA5307 C 49 LOCAL C	196 FTA5307 C 49 LOCAL C	196 FTA5307 C 49 LOCAL C
The sponsor of this project is: Tucson Transit								
66.03		46 i 0.0 0 ALI 11.79.00	Transit Grant Administration Transit Grant Administration AO STATUS = Conforms Total Cost = 1000	160 FTA5307 O 40 LOCAL O	160 FTA5307 O 40 LOCAL O	160 FTA5307 O 40 LOCAL O	160 FTA5307 O 40 LOCAL O	160 FTA5307 O 40 LOCAL O
The sponsor of this project is: Tucson Transit								
5.19			Transit Technology Upgrades: Mainten System Wide: Maintenance Technology upgrades for transit AO STATUS = Conforms Total Cost = 4685	970 FTA5307 O 243 LOCAL O	300 FTA5307 O 75 LOCAL O	300 FTA5307 O 75 LOCAL O	300 FTA5307 O 75 LOCAL O	300 FTA5307 O 75 LOCAL O
The sponsor of this project is: Tucson Transit								

Communication #3804

SUBJECT: Regional Mobility and Accessibility Plan (RMAP) Development Update

Meeting	Meeting Date	Agenda Category	Agenda Item #
Regional Council	April 4, 2024	Information	12

REQUESTED ACTION/SUGGESTED MOTION

This is an information item.

ASSOCIATED OWP WORK ELEMENT/GOAL

Work Element 40, Transportation Planning Activities: Goal 1: Meet federal mandates for regional transportation; Strategy: Maintain the region’s long-range transportation plan (RMAP); Goal 2: Establish and implement a performance management program.

SUMMARY

PAG continues preparations for development of the 2055 RMAP, and staff will be giving an update on the status of the development process for the new long-range transportation plan. A long-range plan is federally required for the Tucson metropolitan area. The last update was adopted by the PAG Regional Council in September 2020.

Staff will provide a presentation and overview of PAG’s progress to date including updates on:

- Project list development
- Model Development/PopTech
- Working Group meeting update

PRIOR BOARD AND/OR COMMITTEE ACTION

None.

FINANCIAL CONSIDERATIONS

None.

TECHNICAL, POLICY, LEGAL OR OTHER CONSIDERATIONS

None.

ATTACHED ADDITIONAL BACKUP INFORMATION

None.

Staff Contact/Phone	Farhad Moghimi, (520) 792-1093, ext. 4420 Dave Atler, (520) 792-1093, ext. 1443 Jeanette DeRenne, (520) 792-1093, ext. 4477 Hannah, Oden, (520) 792-1093, ext. 4418
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Communication #3805

SUBJECT: Carbon Reduction Strategies Update

Meeting	Meeting Date	Agenda Category	Agenda Item #
Regional Council	April 4, 2024	Information	13

REQUESTED ACTION/SUGGESTED MOTION

This is an information item.

ASSOCIATED OWP WORK ELEMENT/GOAL

Work Element, 40, Transportation Activities

SUMMARY

Updates are included in the attachment.

PRIOR BOARD AND/OR COMMITTEE ACTION

FY 2024 and FY 2025 PAG OWP Approval, May 25, 2023.

FINANCIAL CONSIDERATIONS

None.

TECHNICAL, POLICY, LEGAL OR OTHER CONSIDERATIONS

By approving PAG's Overall Work Plan (OWP), the PAG Regional Council provides overall direction to staff on OWP implementation. The Executive Director is responsible for directly guiding agency staff and resources to implement OWP strategies, including contracted services, in compliance with federal and state regulations and Regional Council directives.

PAG's budget is recommended by the Executive Director, in compliance with the terms and conditions of a grant agreement with the Arizona Department of Transportation (ADOT), for adoption by the Regional Council every two years, as required by ADOT.

In May 2023, the Regional Council officially approved the current OWP, a comprehensive document outlining the goals and strategies for all PAG programs.

Notably, it incorporates the new federally mandated carbon reduction strategies. The OWP, serving as the foundation for the contractual agreement with ADOT, details the allocation of all grants to PAG, providing a comprehensive breakdown of revenues and sources, along with authorized expenditures for each element of the work plan including allocation of staff time.

Within the adopted OWP, specific details regarding PAG's projected outcomes for carbon reduction are outlined on pages 12 and 13, while the corresponding strategies are specified on pages 18-21. Additionally, explicit expenditures for FY 2024 are presented in Table 6, and those for FY 2025 are detailed on page 79 of the approved OWP. (See attached)

The federal funds authorized by the new Infrastructure Investment and Jobs Act (IIJA) for carbon reduction are allocated to ADOT, which, in turn, provides a suballocation to PAG, totaling approximately \$6.4 million, as reflected in the OWP. It is important to note that funds for FY 2026 and beyond have not been allocated and will require further suballocation action by ADOT, subsequently being incorporated into future OWPs as they become available.

The authority to approve the OWP and authorize its Executive Director to enter into an agreement with ADOT lies exclusively with the PAG Regional Council. This authorization facilitates the implementation of the plan's strategies in accordance with PAG's policies and procedures once approved by ADOT on behalf of the FHWA and FTA for the use of federal funds.

To date, approximately \$776,000 of authorized carbon reduction expenditures have been spent from the grant agreement with ADOT. Committed amounts from the carbon reduction revenues for contract services to date are \$1.2 million in compliance with PAG's policies and procedures. Additional new contracts are needed as highlighted in the OWP, and they will be processed for selection of a contractor and authorization for execution of contract by the Regional Council.

The carbon reduction strategies were approved by the Regional Council in compliance with new federal regulations. These strategies aim to establish a framework for reducing emissions from on-road sources, and PAG, as the federally designated Metropolitan Planning Organization (MPO), is mandated to develop a target for emissions reduction by August 2024. PAG is also designated as the air quality planning agency for the region.

In fact, prior to IIJA, state laws prohibited such planning, and federal or state funds were not available to PAG to develop the foundation for a Carbon Reduction Plan. IIJA mandates that carbon reduction funds are to be suballocated to MPOs, because 1) air quality planning is a regional matter and requires regional leadership to guide regional

strategies 2) different regions of the country have different air quality conditions to monitor and address and 3) planning efforts must be integrated into the MPO's federally mandated long-range transportation plan in order to be truly effective and compliant with federal regulations.

Maricopa Association of Governments, for example, has been receiving Congestion Mitigation and Air Quality (CMAQ) funds for nearly 20 years due to the MAG area being in nonattainment and has been integrating air quality strategies in its long-range plan for many years because of the federal mandates.

Conversely, there were no other federal regulations to allow such efforts statewide, and Arizona's constitution, specifically A.R.S. 49-191, guided the state's greenhouse gas programs as follows:

- A.** Notwithstanding any other law, a state agency established under this title or Title 41 shall not adopt or enforce a state or regional program to regulate the emission of greenhouse gas for the purposes of addressing changes in atmospheric temperature without express legislative authorization.
- B.** For the purposes of this section, "greenhouse gas" means carbon dioxide, methane, nitrous oxide, sulfur hexafluoride, hydrofluorocarbon or perfluorocarbon.

Regarding PAG's committees, it is essential to clarify that these committees, which are established as technical advisory committees, do not possess legal, contractual or budgetary involvement in PAG's administrative affairs. Additionally, they are obligated to adhere to PAG's rules and procedures outlined in the PAG Committee Operating Guidelines to ensure they function in compliance with all relevant rules and regulations.

PAG's statutorily required documents or plans such as the five-year Transportation Improvement Program (TIP) and long-range Regional Mobility and Accessibility Plan (RMAP) and other supporting planning efforts are developed by PAG and follow the committee process managed by PAG.

PAG's advisory committees, including the Management Committee, have no administrative roles or responsibilities. PAG's committees, through the Management Committee, make final recommendations to the Executive Director.

PAG staff, in alignment with the OWP, develop plans and documents following federal and state laws applicable to each effort. Public input is solicited through various means, such as surveys, open house meetings, and formal review and comment periods, as mandated by law for the development of each respective document or plan.

When draft plans or documents are ready, the relevant committees are asked to review and make recommendations to advance plans or documents developed by PAG to the Management Committee. All committee and subcommittee meetings are conducted publicly, with the matters to be discussed and communicated to the public with an official agenda, along with draft copies of relevant documents for public review and comment. Certain documents, such as the federally mandated RMAP, require a formal comment period and public hearing by the Regional Council before adoption. (See attached Committee flowchart).

For the carbon reduction effort, the Air Quality Planning Subcommittee (AQPS) will be briefed on ADOT's targets (once they are finalized by ADOT) for emissions reductions and review supporting materials developed by PAG's Air Quality Manager. They will then discuss and recommend an initial emissions reductions target for the PAG region.

The AQPS recommendations are then reviewed by the RMAP Working Group, since the performance target is required to be integrated into the RMAP.

The working group's recommendations are subsequently reviewed by the Transportation Planning Committee (TPC), since TPC serves as the technical advisory committee for the development of the RMAP.

TPC's recommendations may be further reviewed by the Environmental Planning Advisory Committee (EPAC) for comments before being forwarded to the Management Committee for a final review.

The Management Committee reviews and makes recommendations on the proposed emissions reduction target to the Executive Director, who provides a final recommendation to the Regional Council.

All other relevant plans or documents being developed by PAG staff or under contract services for PAG will follow a similar path as they become available and are finalized for integration into the RMAP and ultimately for the adoption of subsequent RMAP documents in compliance with the latest federal regulations.

Prior to the IIJA, there were no federal or state funds, nor any mandates to measure, track, and manage emissions. In fact, as noted above, Arizona's laws prohibit such activities by the state or counties. Hence, MAG has been doing so for the MAG area under federal mandates, and PAG will be doing so as the federally designated MPO for the PAG region under exemptions to the state laws by the passage of the IIJA and suballocation to MPOs by provisions of the federal legislation.

ATTACHED ADDITIONAL BACKUP INFORMATION

- Memo dated Feb. 14, 2024: Greenhouse Gas Emissions Performance Management Measure Update.
- Carbon Reduction Strategies – OWP Consulting Services Status Continued Update.
- Carbon Reduction Program – pages from the OWP.
- Carbon Reduction Planning Committee Flow Chart

Staff Contact/Phone

Farhad Moghimi, (520) 792-1093, ext. 4420
Dave Atler, (520) 495-1443
Dustin Fitzpatrick, (520) 495-1417
Thomas Benavidez, (520) 623-1461

MEMO

Date: February 14, 2024
To: Farhad Moghimi
Copy: Dave Adler, Jeanette DeRenne
From: Dustin Fitzpatrick

Re: Greenhouse Gas Emissions Performance Management Measure Update

FHWA published the final rule for the National Performance Management Measures; Assessing Performance of the National Highway System, Greenhouse Gas (GHG) Emissions Measure, effective January 8, 2024, applicable to State DOTs and MPOs. ADOT submitted a reduction target of -0.1% to FHWA on January 22, 2024. PAG is required to either adopt the ADOT target or establish our own regional target within 180 days of ADOT's target selection.

PAG may calculate the 2022 baseline and subsequent GHG metrics for our metropolitan planning area by using one of the following methods:

- 1) PAG's share of State vehicle miles traveled (VMT) on the NHS as a proxy for the PAG share of CO₂;
- 2) VMT estimates along with MOVES emission factors;
- 3) FHWA Energy and Emission Reduction Policy Analysis Tool (EERPAT); or
- 4) Other method that PAG can demonstrate has valid and useful results for CO₂ measurement, such as utilizing HURF fuel consumption data for Pima County in a similar manner to ADOT's use of State-reported fuel consumption.

Target options for declining CO₂ emissions on the NHS and information regarding metric calculation methods will be presented to PAG committees for recommendations to Regional Council.

Anticipated schedule for GHG Performance Management Measure target and metric adoption:

March - Air Quality Subcommittee

April - Environmental Planning Advisory Committee, Transportation Planning Committee

May - Management Committee, Regional Council

PAG must convey the CO₂ reduction target and metric calculation method approved by Regional Council to ADOT by July 20, 2024.

Attachments:

ADOT Letter dated January 22, 2024

ADOT GHG Performance Measure Presentation January 17, 2024



Multimodal Planning

Katie Hobbs, Governor

Jennifer Toth, Director

Greg Byres, Deputy Director for Transportation/State Engineer

Paul Patane, MPD Director

January 22, 2024

Mr. Farhad Moghimi, P.E.
Executive Director
Pima Association of Governments
1 East Broadway Blvd., Suite 401
Tucson, Arizona 85701

Subject: 2024-2025 CO2 emissions target

Dear Mr. Moghimi,

The Federal Highway Administration (FHWA) released the final greenhouse gas (GHG) rule on November 22, 2023. The final rule requires that State Departments of Transportation set a declining carbon dioxide (CO2) emissions target for the National Highway System (NHS) by February 1, 2024. This target uses 2022 as the baseline year and will be measured at the end of the current performance period on December 31, 2025. The 2022 baseline is 16.75 million metric tons of CO2 emissions on the Arizona NHS and the Arizona Department of Transportation (ADOT) has established a State target of -0.1% reduction in CO2 emissions.

Metropolitan Planning Organizations (MPO) can either adopt the State target or establish a target for their region within 180 days of the State adoption of the target. If the MPO elects to establish their own target they may calculate the baseline and subsequent GHG metrics by either using the MPO share of State vehicle miles traveled (VMT) as a proxy for the MPO share of CO2, VMT estimates along with MOVES emission factors, the FHWA Energy and Emission Reduction Policy Analysis Tool, or other method that the MPO can demonstrate has valid and useful results for CO2 measurement.

ADOT requests a letter within 180 days of this notification indicating whether the Pima Association of Governments (PAG) supports ADOT's 2024 CO2 target or identifying a CO2 target for your MPO region.

Please email or post the letter to:

Thor Anderson
1611 West Jackson Street
Mail Drop 310B
Phoenix, Arizona, 85007
tanderson@azdot.gov

Thank you for your assistance. If you have any questions, please call me at 602-712-4574.

Sincerely,

DocuSigned by:
Thor Anderson
829C15A6B898464

Thor Anderson
Performance/Asset Manager
Arizona Department of Transportation

Cc: Romare Truly, FHWA
Dan Gabiou, FHWA
David Mitchell, PAG
Dustin Fitzpatrick, PAG

GHG final rule

- FHWA issued the final GHG rule on November 22, 2023.
- The rule requires that State DOTs and MPOs set declining CO2 targets for NHS routes.
- The baseline year is 2022.
- For the current performance period, the DOT must submit a target for December 31, 2025 by February 1, 2024
- State DOTs must submit 2- and 4-year targets for each performance period thereafter.

MPO

- MPO's must adopt or develop 4-year CO2 targets for each performance period.
- MPOs must either adopt the State target or submit a unique target for their region within six months of the DOT's submission.
- The DOT and MPOs must coordinate State and MPO targets to the maximum extent practicable.
- MPOs are required to report on performance in their metropolitan transportation plan.
- MPOs are also required to report their targets to the State DOT in a manner that is documented and mutually agreed upon.

Tailpipe CO₂ emissions on the NHS for a given year shall be computed in million metric tons (mmt) and rounded to the nearest hundredth as follows:

$$(\text{Tailpipe CO}_2 \text{ Emissions on NHS})_{\text{CY}} = \left(\sum_{t=1}^T (\text{Fuel Consumed})_t \times (\text{CO}_2 \text{ Factor})_t \right) \times \left(\frac{\text{NHS VMT}}{\text{Total VMT}} \right)$$

Where:

$(\text{Tailpipe CO}_2 \text{ Emissions on NHS})_{\text{CY}}$ = Total tailpipe CO₂ emissions on the NHS in a calendar year (expressed in mmt, and rounded to the nearest hundredth);

T = the total number of on-road fuel types;

t = an on-road fuel type;

$(\text{Fuel Consumed})_t$ = the quantity of total annual fuel consumed for on-road fuel type "t" (to the nearest thousand gallons);

$(\text{CO}_2 \text{ Factor})_t$ = is the amount of CO₂ released per unit of fuel consumed for on-road fuel type "t";

NHS VMT = annual total vehicle-miles traveled on NHS (to the nearest one million vehicle-miles);

Total VMT = annual total vehicle-miles traveled on all public roads (to the nearest one million vehicle-miles).

GHG measure

(d) For the GHG measure specified in § 490.507(b), MPOs are granted additional flexibility in how they calculate the GHG metric, described in § 490.511(a)(2). MPOs may use the MPO share of the State's VMT as a proxy for the MPO share of CO₂ emissions in the State, VMT estimates along with MOVES¹ emissions factors, FHWA's Energy and Emissions Reduction Policy Analysis Tool (EERPAT) model, or other method the MPO can demonstrate has valid and useful results for CO₂ measurement.

GHG Metric Data

- 2022 Vehicle miles traveled:
<https://experience.arcgis.com/experience/ac0948fc05224aa8a80313f59a634fde?o rg=azgeo> (rounded to the nearest million miles) Nov. 30 final HPMS data
 - Statewide VMT: 209,000,000
 - NHS VMT: 98,000,000
- CO2 Emissions factor: provided by FHWA (DOE emission factors)
 - Gasoline: 8.10 kg (17.86 lbs)/gallon
 - Diesel: 10.19 kg (22.47lbs)/gallon
- 2022 Fuel & FASH Arizona statewide fuel sales data: provided by FHWA
 - Gasoline: 3,054,868,000 gallons (rounded to the nearest 1000 gallons)
 - Diesel: 1,078,200,000 gallons (rounded to the nearest 1000 gallons)
- Metric reported in millions of metric tons (nearest 100th) of CO2 emitted

2022 Baseline Metric Calculation

	Fuel Consumed (Gallons) CY 2022 -posted by FHWA Dec. 7, 2023 https://www.regulations.gov/document/FHWA-2021-0004-39833	CO₂ Factor (kg/gallon) CY 2022 -posted by FHWA Dec. 7, 2023 https://www.regulations.gov/document/FHWA-2021-0004-39833	(Fuel Consumed) x (CO₂ Factor) (kg)	SUM t ((Fuel Consumed) x (CO₂ Factor)) (kg)	NHS VMT (vehicle-miles) https://experience.arcgis.com/experience/ac0948fc05224aa8a80313f59a634fde?org=azgeo	Total VMT (vehicle-miles) https://experience.arcgis.com/experience/ac0948fc05224aa8a80313f59a634fde?org=azgeo	(NHS VMT)/(Total VMT)	Tailpipe CO₂ Emissions on NHS (kg)	Tailpipe CO₂ Emissions on NHS (metric tons)	Tailpipe CO₂ Emissions on NHS (million metric tons)
Gasoline & Gasohol Fuels	3,054,868,000	8.1	24,744,430,800	35,731,288,800	98,000,000	209,000,000	0.4688995215	16,754,384,222	16,754,384	16.75
Special Fuels	1,078,200,000	10.19	10,986,858,000							

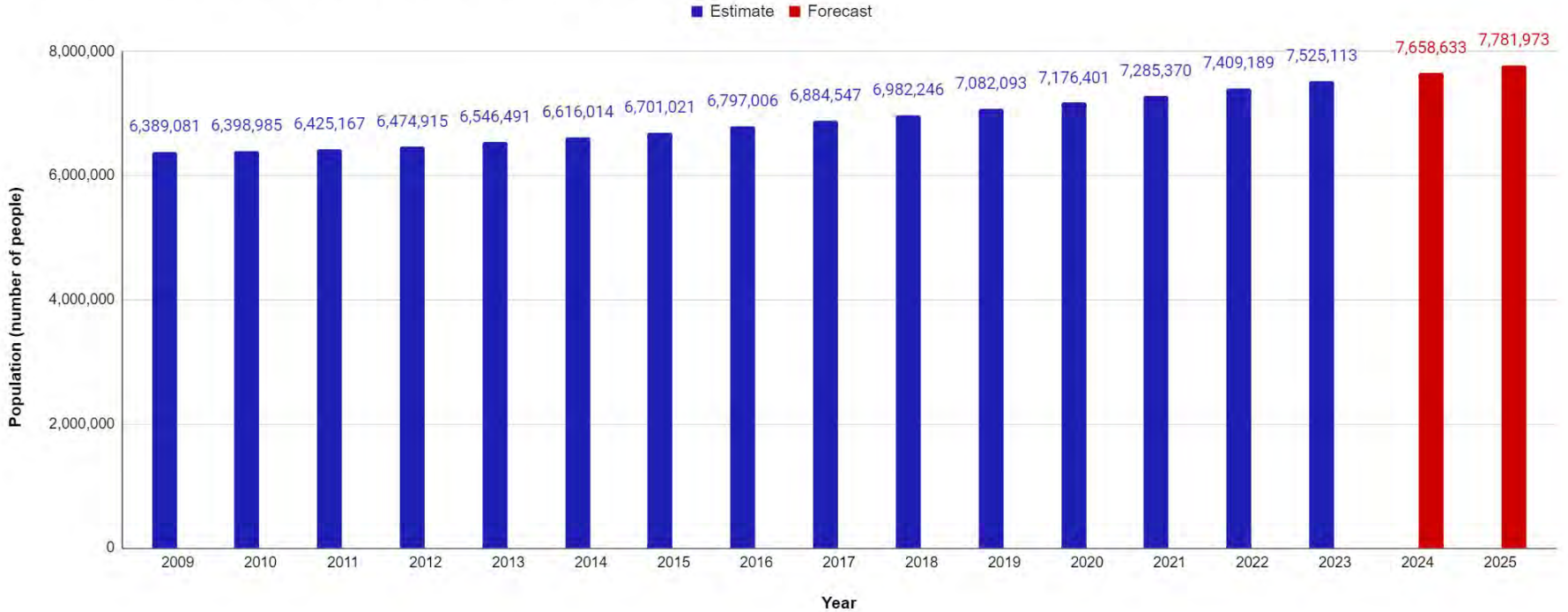
(rounded to nearest 1,000)

(rounded to nearest 1,000,000)

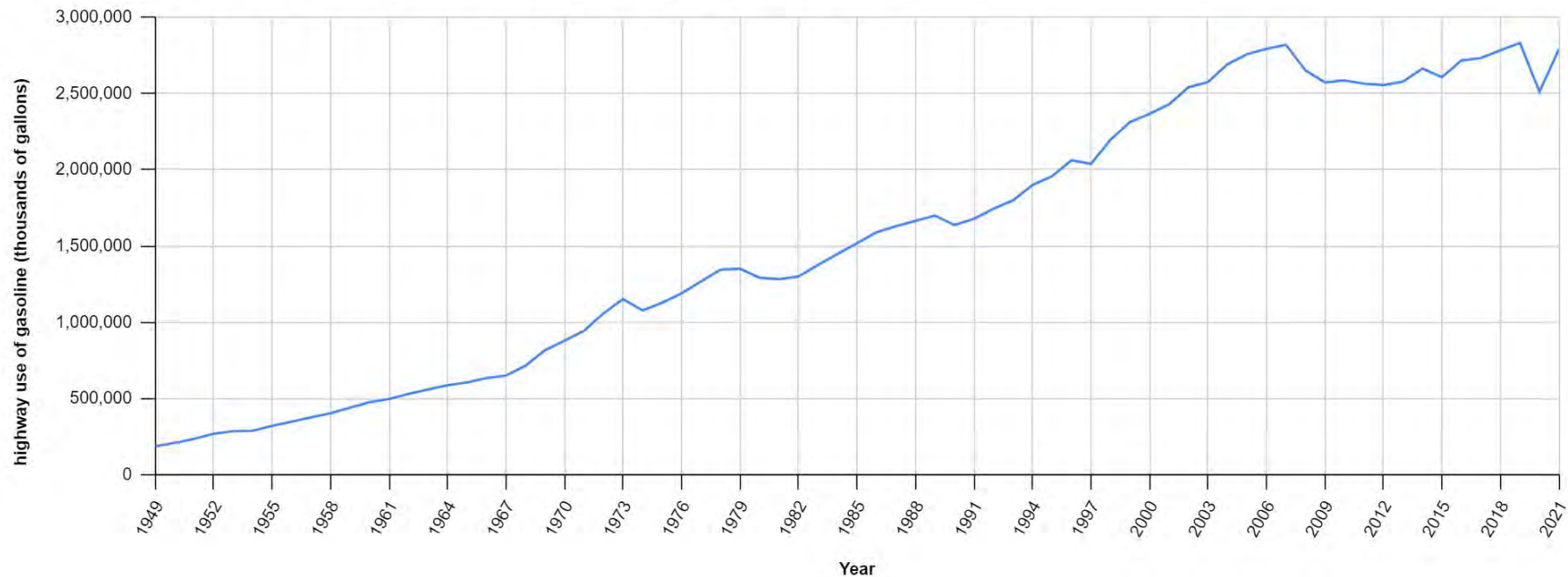
(rounded to nearest 1,000,000)

(rounded to nearest 100th)

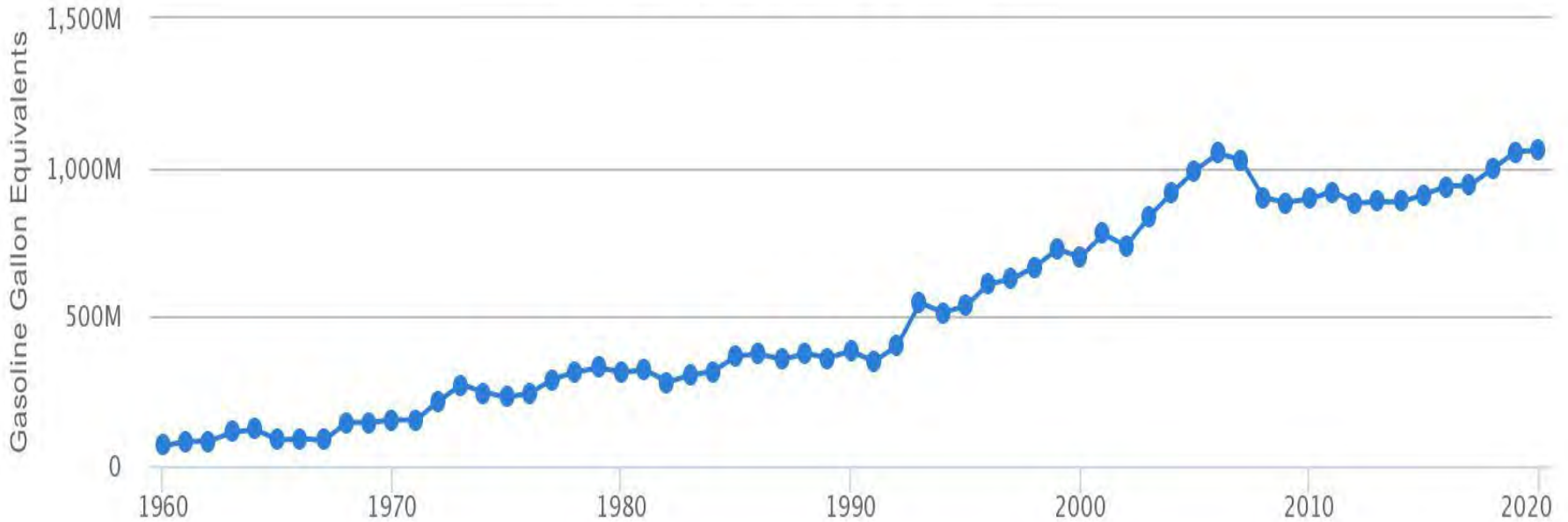
Arizona Population 2009-2023 and Forecast 2024-2025



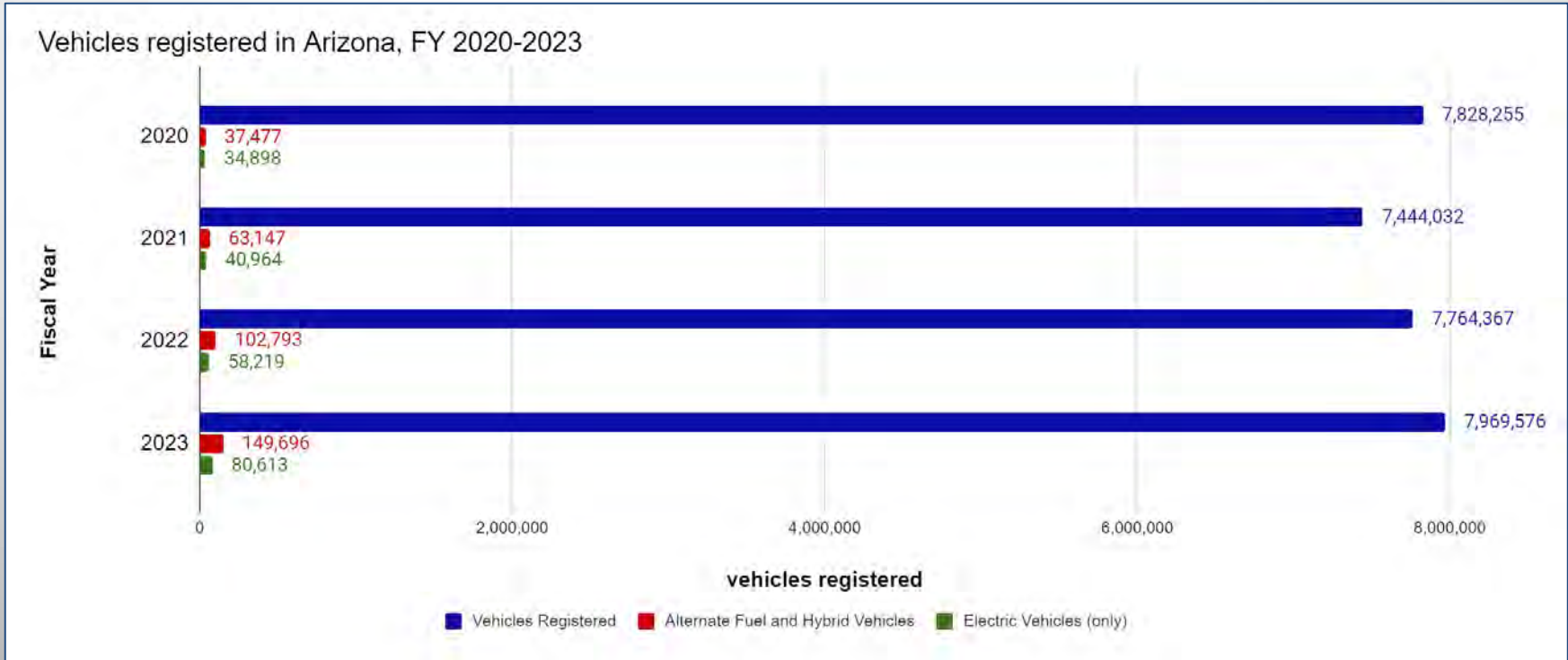
Arizona highway use of gasoline (thousands of gallons) per year, 1949-2021



Diesel Fuel Consumption in Arizona



Gasoline Gallon Equivalent- The amount of fuel it takes to equal the energy content of one liquid gallon of gasoline where one gasoline gallon equivalent (GGE) equals 114,300 British thermal units (Btu). Source: <https://afdc.energy.gov/states/az>



(*2020-2021 Vehicle registrations included an "unassigned category" for law enforcement's use and also included disability placards. Recent updates excluded these counts.)

Strategies to reduce CO2

- DOT strategies to slow CO2 emissions on the NHS:
 - Foster EV/alt. fuel adoption (i.e. NEVI program)
 - Congestion relief projects (Carbon reduction program, etc.)
- Tightened vehicle emissions requirements may work in our favor
- Challenges:
 - Changes like EV adoption take a long time
 - Pass through traffic
 - Rapid growth

Proposed target

- The smallest allowable target is a 0.1% decrease from the 2022 baseline metric (-0.1%)
- -0.1% equals 0.01675 million metric tons or 16.75 million kg or 36,927,000 lbs.
- Proposed target for the initial performance period: **-0.1%**

Significant Progress

- ***Significant progress toward individual NHPP and NHFP targets. The FHWA will determine that a State DOT has made significant progress toward the achievement of each 2-year or 4-year applicable target if either:***
 - *(i) The actual condition/performance level is **better than the baseline** condition/performance; or*
 - *(ii) The actual condition/performance level is **equal to or better than the established target***
- There is no penalty for missing the target; but, like the other performance measures, a significant progress report must be submitted, if the target or baseline criteria above are missed. The significant progress report has to explain how we will meet our target during the next performance period.

To make significant progress, ADOT would need:

Tailpipe CO2 Emissions on NHS \leq **16.73 mmt** (*target*)

Or

Tailpipe CO2 Emissions on NHS $<$ **16.75 mmt** (*baseline*)

Proposed target for initial performance period (%)	Tailpipe CO2 Emissions on NHS -CY 2022 (mmt)	Tailpipe CO2 Emissions on NHS -initial performance period (mmt)
-0.1	16.75	16.73

Value needed to achieve target

$$\text{Tailpipe CO}_2 \text{ Emissions on NHS}_{\text{analysis year}} = \left(\frac{\% \text{ change in tailpipe CO}_2 \text{ emissions on the NHS compared to CY 2022}}{100} \times \text{Tailpipe CO}_2 \text{ Emissions on NHS}_{\text{CY 2022}} \right) + \text{Tailpipe CO}_2 \text{ Emissions on NHS}_{\text{CY 2022}}$$

$=((-0.1/100)*16.75)+16.75 = 16.73$

Carbon Reduction Strategies – OWP Consulting Services Status Continued Update

PAG's adopted FY 2024 and FY 2025 Overall Work Program (OWP) outlines planning activities funded through the Carbon Reduction Program (CRP) under the IIJA. CRP projects support PAG's efforts toward meeting reduction targets for on-road mobile source GHG emissions. CRP planning activities are detailed in the OWP under Work Element 40 – Transportation Activities, and the Revenue and Expenditure Tables detail nine CRP-related projects that are supported by consulting services. Below is a summary of the timeline and status of the projects.

- Vanpool Subsidies - Contract with Enterprise
- Traffic Count Program - Contract task order with All Traffic Data Services
- Multimodal Performance Assessment - UA Contract
- ABM Exploratory Planning Tool - Contract with WSP
- Active Transportation Plan - Contract with Kimley-Horn
- DTA Model - Contract with Caliper
- Household Travel Study and Assessment - Contract with ETC Institute proposed for approval
- Microtransit - Consultant selection in process
- Orthophotography Data Extraction - Consultant selection in process

Support and assist with agency coordination and the FAST Act Performance-Based Planning efforts and Congestion Management Process	Ongoing
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Transportation Systems Management and Operations

Projected Outcome	Est. Completion Date
Updated regional traffic signal model with intersection geometry, signal timing and current turning movement counts	Ongoing
Traffic Incident Management Self-Assessment	Participation as Appropriate and as Requested

Carbon Reduction Program

Projected Outcome	Est. Completion Date
Renew Regional Accessibility and Mobility Plan (RMAP) – develop multimodal components	Fall 2024
Pedestrian and bicycle count program activities	October 2023 and October 2024
PAG Regional Bike Map Update	June 2024 and June 2025
Regional Active Transportation Plan	Dec. 2026 (Project begins FY 2025)
Interactive web-based carpool, vanpool matching system	Ongoing
Sun Rideshare marketing efforts and create digital materials for TRP employer’s workforce education efforts	Ongoing
Sun Rideshare Commuter Program	Ongoing
Quarterly newsletter: Sun Rideshare News	Ongoing
Exploratory planning tool and its development report for uncertain future system and environment	June 2025

DTA model development and its report for calibration/validation and sensitivity tests with regional congestion mitigation and air quality modeling support	December 2024
Household travel survey results	June 2025
TransView.org website	Ongoing
Traffic Incident Reporting System [TIRS]	Ongoing
Real-time Online GIS System-Based Interactive Maps	Ongoing
Development and management of the PAG Regional Transportation Data Archive System	Ongoing
Support and assist with agency coordination and the Performance-Based Planning efforts and Congestion Management Process	Ongoing

Pavement Management

Projected Outcome	Est. Completion Date
Cyclical collection of pavement condition of regional jurisdictions streets.	Ongoing
Updated local pavement condition maps.	Ongoing

Regional Transportation Planning

Conduct a long-range, multimodal regional transportation planning process using a performance-based approach to identify projects, programs and strategies that: a) help meet the needs of the regional traveling community; b) improve the regional transportation system by addressing the growth of congestion and improving safety; c) provide benefits for air quality and the environment; and d) enhance community livability, economic vitality, mobility and access to opportunity. Provide support for use of regional alternate modes aimed at increasing alternative mode trips while improving safety for these modes. Develop, update and provide planning support for the region’s long-range transportation plan known as the Regional Mobility and Accessibility Plan (RMAP) and its components, including transit, bicycle and pedestrian plans; corridor and special area studies; other state and regional transportation plans, including the Regional Transportation Authority (RTA) plan, which outlines projects funded by a countywide excise tax; and the regional congestion management process and system performance evaluation.

Goal 17: Coordinate data gathering and distribution of information on regional planning issues and performance measures.

Strategy: Develop or enhance web applications to support data gathering and information distribution such as:

- Support Performance Measure data tracking and assessment
- Performance Measure Dashboard reporting tool
- In cooperation with Maricopa Association of Governments, develop Sun Cloud megaregion data portal.

Strategy: Coordinate with partners to support regional, cost-effective and advanced data acquisition, including for the Sun Cloud megaregion data portal project.

Goal 18: Enhance database analysis tools and map products to better support regional planning efforts.

Strategy: Develop database applications and map products.

Regional Traffic and Congestion Information System (Transview)

In partnership with PAG member agencies and working with Public Information Officers, Law Enforcement Officer/Emergency Medical Services and DOT representatives from all PAG jurisdictions, ADOT and the University of Arizona, coordinate the acquisition of regional transportation and travel-related data. Utilize public-private partnerships (P3s) to enhance and expand capabilities. Maintain data consistency and quality, and distribute real-time information to emergency responders, media re-broadcasters and the public, including the state 511 traveler information system and archive the information.

Goal 19: Provide a resource where travelers can acquire real-time travel information.

Strategy: Maintain TransView.org website and related applications, including live-streaming traffic video, alerts and news updates, real-time traffic incidents and photo-enforcement information and locations, construction and special events info.

Strategy: Develop and manage PAG Regional Transportation Data Archive System.

Strategy: Maintain Traffic Incident Reporting System [TIRS].

Carbon Reduction Program

The purpose of the Carbon Reduction Program (CRP) is to reduce transportation emissions through the development of State carbon reduction strategies and by funding initiatives designed to reduce transportation emissions. The CRP is a new program authorized by the Infrastructure Investment and Jobs Act. Eligibility of programs, planning and other activities

are broad for the CRP. States, in coordination with MPOs, are to develop Carbon Reduction Strategies to support efforts to reduce transportation emissions and identify strategies to reduce these emissions. PAG, working with ADOT and FHWA, identified several planning activities to carry out the aims of the CRP.

Goal 20: Reduce auto emissions by providing a commuter assistance/rideshare program and promoting alternative transportation to employers and commuters. Shifting transportation demand to nonpeak hours or other transportation modes, increasing vehicle occupancy rates, or otherwise reducing demand for roads

Strategy: Provide resources for area employers to conduct worksite travel reduction initiatives.

Strategy: Provide vanpool subsidies to reduce commute costs.

Strategy: Conduct outreach to increase participation.

Goal 21: Establish and Implement a Performance Management Program for advanced transportation and congestion management technologies and innovative mobility deployment.

Strategy: Develop data collection and processing workflow to generate timely and useful metrics to monitor progress toward:

- RMAP and Congestion Management Process (CMP) goals and targets
- Federally mandated performance measures and targets per FHWA and FTA regulations and rulemakings (e.g., Transit Asset Management and Public Transportation Safety Action Plans, etc.)
- TIP project development and selection
- Linking transportation investments to performance goals and targets of RMAP

Goal 22: Develop Multimodal Components of the long-range RMAP, including the construction, planning, and design of on-road and off-road facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation.

Strategy: Develop regional active modes component of the RMAP. Conduct regional bicycle and pedestrian mileage information, count data and other active modes analysis for input into the RMAP.

Goal 23: Enhance transportation systems operations and efficiencies – advanced transportation and congestion management technologies and innovative mobility deployment.

Strategy: Work with member jurisdictions to identify methods to incorporate Intelligent Transportation Systems (ITS) and Transportation System Management and Operations (TSMO) strategies and best practices.

Goal 24: Plan for incident management and emergency response on a regional level for advanced transportation technologies to improve emergency evacuation and response by Federal, State, and local authorities.

Strategy: Participate as appropriate in recurring Traffic Incident Management Self-Assessment with transportation and emergency response personnel. As needed, coordinate emergency response planning among transportation providers and emergency services through dialogue, goal setting and performance tracking.

Goal 25: Enhance system performance and reduce traffic congestion.

Strategy: Continue to implement and refine the regional Congestion Management Process (CMP) and system performance dashboard.

Goal 26: Apply developed activity-based model (ABM) to support PAG's planning efforts including RMAP and TIP. Deploy advanced transportation and congestion management technologies such as transportation system performance data collection, analysis, and dissemination systems.

Strategy: Apply the developed ABM with various sensitivity tests for RMAP and TIP planning options.

Strategy: Develop an exploratory planning tool to consider uncertain future transportation system and environment.

Goal 27: Research and develop UrbanSim land use model.

Strategy: Develop UrbanSim Land Use Model using both in-house resources and consulting services.

Goal 28: Conduct Transportation Improvement Program (TIP) and the 2055 RMAP modeling and Title VI Analyses, as needed.

Strategy: Employ available modeling tools to develop current estimates and 5-year projections of traffic and transit ridership.

Goal 29: Evaluate the regional multimodal transportation performance through regional multimodal transportation system.

Strategy: Evaluate regional multimodal data availability and develop regional multimodal performance measures.

Goal 30: Provide a resource where travelers can acquire real-time travel information. Deploy advanced transportation and congestion management technologies, including advanced traveler information systems;

Strategy: Maintain TransView.org website and related applications, including live-streaming traffic video, alerts and news updates, real-time traffic incidents and photo-enforcement information and locations, construction and special events info.

Strategy: Develop and manage PAG Regional Transportation Data Archive System.

Strategy: Maintain Traffic Incident Reporting System [TIRS].

Pavement Management

Utilize contractors to acquire pavement condition data, rating, and dissemination services in multiple platforms and multiple system ratings. Please note that this program is undergoing a transition and so may no longer be a pass-through partnership. Therefore, while funding for this program is listed under work element 92 in Table 3 of the appendix, projected outcomes, goals and strategies are listed here under work element 40.

Goal 31: Develop accurate data for Regional Pavement GIS applications for the TIP, RMAP, and RTA Next project portals and other applications as needed.

Strategy: Collection of pavement condition data through contracted services.

**Table 6 – Capital/Equipment and Consultants including Pass-Through Funding
FY 2023-24
(\$ dollars)**

Work Element	Program	Capital & Equipment	Consulting	Amount	New Procurement?
0091	Non-Federal Admin		Legislative services	\$35,000	
0190-0990	Administration	Financial software		\$15,000	
0190-0990	Administration	Servers (2)		\$24,000	
0190-0990	Administration		Financial audit	\$20,000	
0190-0990	Administration		Legal Services	\$75,000	
0190-0990	Administration		Security Services	\$55,000	
3904	Commuter Services	Tripspark Software for Ridepro		\$22,000	
3904	Commuter Services		Traffic Management Analysis	\$50,000	
4000	Transportation Activities		Regional Public Involvement	\$641,572	
4000	Transportation Activities		EBR forecasting project	\$7,500	
4000	Transportation Activities		Contract services	\$1,000,000	
4000	Transportation Activities	Software purchases, licenses (e.g., TransCAD, TransModeler)		\$20,000	
4000	Transportation Activities	ESRI maintenance		\$30,000	
4005	Transportation - CRP Program		Vanpool subsidies	\$150,000	
4005	Transportation - CRP Program		Regional Active Transportation Plan	\$598,037	Yes
4005	Transportation - CRP Program		Exploratory planning tool development for uncertain future transportation system and environment	\$150,000	Yes
4005	Transportation - CRP Program		Regional multimodal performance assessment	\$100,000	Yes
4005	Transportation - CRP Program		Household Travel Survey	\$1,000,000	Yes
4005	Transportation - CRP Program		DTA model development for regional congestion mitigation and air quality model improvement	\$100,000	Yes
4005	Transportation - CRP Program		Traffic volume counts	\$200,000	
4005	Transportation - CRP Program		Ortho Data Extraction	\$275,000	Yes
4005	Transportation - CRP Program		Dial a Ride/Micro Transit Service Area Analysis	\$750,000	Yes
4022	Transportation Activities		Transit Related Survey Services	\$152,965	Yes
4103	Transportation Safety and Security Projects and Planning		Road Safety Assessments (RSAs)	\$175,000	
4403	Transportation Activities		JPAC Planning Coordination	\$5,000	
4403	Transportation Activities		UA Regional Assessment - MAP Dashboard	\$100,000	
6103	Orthophotos		Orthophoto program	\$500,000	
9203	Pavement Management Program		Data collection and mapping	\$450,000	Yes
			TOTAL	\$6,701,074	

**Table 6 – Capital/Equipment and Consultants including Pass-Through Funding
FY 2024-25
(\$ dollars)**

Work Element	Program	Capital & Equipment	Consulting	Amount	New Procurement?
0191	Non-Federal Admin		Legislative services	\$35,000	
0290-0990	Administration	Financial software		\$15,000	
0290-0990	Administration	Servers (2)		\$24,000	
0290-0990	Administration		Financial audit	\$20,000	
0290-0990	Administration		Legal Services	\$75,000	
0290-0990	Administration		Security Services	\$55,000	
3904	Commuter Services	Tripspark Software for Ridepro		\$24,000	
3904	Commuter Services		Traffic Management Analysis	\$50,000	
4000	Transportation Activities		EBR forecasting project	\$7,500	
4000	Transportation Activities		Contract services	\$50,000	
4000	Transportation Activities		Simulation-based land use model development technical support as needed	\$49,000	
4000	Transportation Activities	Modeling support services(e.g., Data Axle, Google Places API)		\$11,500	
4000	Transportation Activities	Software purchases, licenses (e.g., TransCAD, TransModeler)		\$21,000	
4000	Transportation Activities	ESRI maintenance		\$30,000	
4005	Transportation - CRP Program		Vanpool subsidies	\$150,000	
4005	Transportation - CRP Program		Regional Active Transportation Plan	\$100,000	
4005	Transportation - CRP Program		Exploratory planning tool development for uncertain future transportation system and environment	\$150,000	
4005	Transportation - CRP Program		Regional multimodal performance assessment	\$100,000	Yes
4005	Transportation - CRP Program		Household Travel Survey	\$606,058	Yes
4005	Transportation - CRP Program		DTA model development for regional congestion mitigation and air quality model improvement	\$100,000	Yes
4005	Transportation - CRP Program		Traffic volume counts	\$200,000	
4005	Transportation - CRP Program		Ortho Data Extraction	\$138,000	
4103	Transportation Safety and Security Projects and Planning		Road Safety Assessments (RSAs)	\$175,000	
4403	Transportation Activities		JPAC Planning Coordination	\$5,000	
4403	Transportation Activities		UA Regional Assessment - MAP Dashboard	\$100,000	
9203	Pavement Management Program		Data collection and mapping	\$450,000	
TOTAL				\$2,741,058	

CARBON REDUCTION Planning process

Pima Association of Governments' staff lead all technical efforts for implementation of carbon reduction strategies and are responsible for managing consultants and their work production.

COMMITTEE REVIEW



Review and recommend emissions reduction targets/ performance metrics

Committees*:

- Air Quality Subcommittee
- Environmental Planning Committee
- Management Committee



Review of planning activities related to carbon reduction due to on-road vehicles

Committees*:

- RMAP Working Group
- Transportation Planning Committee
- Management Committee



Review of traffic modeling activities in support of carbon reduction planning and tracking

Committees*:

- PopTech Subcommittee
- Transportation Security and Safety Subcommittee
- Transportation Planning Committee
- Management Committee

All components of the committee work will be available for public review and comment throughout the committee open meeting process.

RMAP DEVELOPMENT

Regional Council** makes final approvals on carbon reduction activities or adoption of entire documents, such as the Regional Mobility and Accessibility Plan (RMAP).



*Committees do not have any administrative responsibilities. Committee or subcommittees function as working groups and support PAG staff with information sharing and technical review of draft materials and recommendations on components of various activities.

**Regional Council is the sole authority to adopt or approve any products developed by PAG to meet regulatory requirements.

Communication #3806

SUBJECT: Executive Session

Meeting	Meeting Date	Agenda Category	Agenda Item #
Regional Council	April 4, 2024	Executive Session	14

The Regional Council will convene in executive (closed) session, pursuant to A.R.S. 38-431.03(A)(1), to discuss the Executive Director’s strategic goals.

Following the executive session, the Regional Council may take action to provide direction to the Executive Director.