

Regional Council Meeting

At or after 12 p.m., Thursday, May 30, 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 April 4, 2024, Meeting Summary and Executive Session Minutes**

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 April 4, 2024, Meeting Summary and April 4, 2024, Executive Session Minutes.

5. **Public Hearing and Review of the Proposed PAG FY 2025–FY 2029 Transportation Improvement Program (TIP)**

The Transportation Improvement Program (TIP), prepared by Pima Association of Governments (PAG), is a five-year schedule and budget of proposed transportation improvements within eastern Pima County.

Public comments will be heard on this item prior to Regional Council action.

- a. **Discussion:** Staff will provide an update and overview of the draft PAG Transportation Improvement Program.
- b. **Public Hearing:** Members of the audience will be given the opportunity to address the Regional Council on this item.

- c. **Discussion:** The Regional Council will be asked at a later meeting to approve the FY 2025–FY 2029 Transportation Improvement Program (TIP) when the air quality conformity requirements are addressed as requested by the Environmental Protection Agency.

6. 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.

7. FY 2022–FY 2026 PAG Transportation Improvement Program (TIP) Amendment #2022.110

Staff will provide details on TIP Amendment #2022.110 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 FY 2024 funding adjustments consistent with the TIP Subcommittee-endorsed RTA roadway elements worksheet.

8. Household Travel Study and Assessment Contract

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

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.

9. 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 solicited 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.

10. 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.

11. Review of Regulatory Procedures for Inclusion of Proposed Stone Avenue Bus Rapid Transit Project in the Regional Mobility and Accessibility Plan (RMAP)

Discussion regarding the proposed Stone Avenue Bus Rapid Transit project eligibility for requested inclusion in the Regional Mobility and Accessibility Plan, or RMAP.

Staff will provide an outline of federally required steps and timeline for updating the RMAP or amending the existing RMAP for inclusion of new projects not already in the adopted regional long-range transportation plan.

12. 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 #3807**SUBJECT: Call to the Audience (Remote Access Option)**

Meeting	Meeting Date	Agenda Category	Agenda Item #
Regional Council	May 30, 2024	Information	3

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Communication #3808

SUBJECT: Approval of the April 4, 2024, Meeting Summary and Executive Session Minutes

Meeting	Meeting Date	Agenda Category	Agenda Item #
Regional Council	May 30, 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 May 30, 2024, meeting, Regional Council members are asked to please review the April 4, 2024, meeting summary in this meeting packet and submit written suggestions to staff (jontiveros@PAGregion.com) to request amendments 24 hours prior to the May 30 meeting.

During the May 30, 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, April 4, 2024

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

"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
Chairman Verlon Jose

Regional Council Members Absent: None.

Staff Lead: Farhad Moghimi, Executive Director
Secretary

The following is an audio-to-text transcription of the **Regional Council Meeting held on Thursday April 4, 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.

AGENDA

1. Call to Order (12:06 p.m.)

[Item 1 Video Link](#)

Supervisor Scott: All right, ladies and gentlemen, we're going to go ahead and get started a little bit late, but I would like to call this meeting of the Pima Association of Governments Regional Council to order and Ms. Ontiveros, would you like to do the 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.

Supervisor Scott: Would you all please join me in The Pledge of Allegiance.

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.

Supervisor Scott: And I'm going to take a point of personal privilege and recognize Chairman Yucupicio because he just shared something with me about the Pascua Yaqui calendar and traditions that, I think as a Regional Council, we would want to hear because it's an important historical and cultural touchstone. Chairman Yucupicio.

Chairman Yucupicio: Thank you and on behalf of all our people and the tribal members that live throughout this world, and especially in the state, here in Southern Arizona, Tohono O'odham Nation and us, for us, it's the beginning of a new year as of Easter, and we are now given the privilege and the grace of God and our creator to serve one more year, and every year it's the same way for us to be able to serve our people, our communities, our families and ourselves in the coming new year. So, with that, I wish everybody a great New Year and that every Member of this community, the state, Southern Arizona and even all our neighbors that live in all the outskirt cities that they may have a blessed year and my colleagues here at PAG and here on these boards that we serve with our hearts, honor and respect that we deserve by being given that privilege to serve another year by our creator. Thank you.

Supervisor Scott: Thank you, Chairman, thank you very much, and let's reflect back on those words two or three hours from now, four hours, whenever we may need to. All right, Mr. Brown, do we have any citizens signed up for call to the audience?

3. Call to the Audience (Remote Access Option)

[Item 3 Video Link](#)

Jamie Brown: Thank you, Mr. Chair. We do have one speaker in the audience with us today, and so I'll introduce this item. Speakers are limited to a 3-minute oral presentation and may submit written comments of any length for the Council's files. Call to the audience is limited to 30 minutes. Individual Council Members may respond to criticism made by those individuals who have addressed the Council. However, the Council will not discuss or take action on a matter raised during a call to the audience that is not already on the agenda. So Mr. Benz is here with us today. Please make your comment by stating your name for the record. After that you will have 3 minutes to address the PAG Regional Council

and at the two-minute mark, I will politely cut in and request that you wrap up your comments. You may now proceed with your comment.

Allen Benz: Good afternoon, members of the Council. My name is Alan Benz and I'm with the Tucson Bus Riders Union, and I appreciate the opportunity to address the Council today. My remarks are addressed specifically to the transit portion of the RTA budget either this year or for the upcoming. There, earlier at the PAG Open house that was held here recently, I talked to different staff members, one of which was Mr. Brown, there about the viability and the necessity for transit in the Tucson metro region. I mentioned that there were two studies done in Missouri, one in Saint Louis and the other in Kansas City, and the one in Saint Louis, which was done by Saint Louis University, indicated that for each dollar of capital investment in transit and the Saint Louis metro area, it was returning upwards of \$40 in additional economic benefit to the Saint Louis metro area. This was over and above what would normally be done, and people who are using transit in the metro area, we're spending like \$600 million more per year over and above what they would normally spend because they were using transit rather than other means of transportation.

Jamie Brown: Please pardon the interruption. We're at 2 minutes.

Allen Benz: OK. The other in Kansas City indicated that the zero fares transit policy in Kansas City there were showing a direct beneficial effect on climate change in the Kansas City area, and I'm sure that if the zero fares transit policy continues in the Tucson area, that it would also have a positive impact on climate change. Thank you very much.

Supervisor Scott: Thank you, Mr. Benz. No other speakers Mr. Brown?

Jamie Brown: That's correct. Thank you, Mr. Chair.

Supervisor Scott: Thank you very much. We're now on to item number 4.
Approval of the January 25, 2024, meeting summary.

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

[Item 4 Video Link](#)

Mayor Winfield: Move to approve.

Chairman Yucupicio: Second.

Supervisor Scott: It moved and seconded, Any discussion about the meeting summary? Mayor Romero.

Mayor Romero: Thank you, Mr. Chair. The meeting transcripts have been, that have been provided for the past several meetings, have been very helpful and have reduced room for misinterpretation. That said, when there are technical difficulties with the audio for the live stream, the meeting summary should have sections where more traditional notes are provided, and this is for the benefit of people that have to re-watch and don't have the time to watch as the meeting is happening. So just to be extra attentive to the segments of the transcripts that were missing due to sound and being able to provide those segments in writing. That's it.

Supervisor Scott: Thank you, Mayor Romero. Any other comments or discussions? All right.

Mayor Honea: I move to approve, Mr. Chairman.

Supervisor Scott: Oh, it was moved and seconded.

Mayor Honea: Oh, it was?

Supervisor Scott: Yes, sir. Thank you. All in favor say aye.

All: Aye.

Supervisor Scott: Any opposed? All right. Meeting summary approved unanimously. We're now going to move on to item number 5, Consent Agenda items for information.

5. Consent Agenda Items for Information

a. Program Highlights Report

b. Contracts and Agreements Report

[Item 5 Video Link](#)

Mayor Romero: There are expenditures on both the consent agenda and item 5, 6, 7 and 8 all have expenditures under the Carbon Reduction Program, and we have an update on the carbon reduction in item 13. I've said this before, we need to be able to know the strategies before we continue spending money under the carbon reduction. So, can we take item 13 before item 5, 6, 7 and 8?

Supervisor Scott: I wasn't aware that there were items under consent, other than just for information. I wasn't aware that there was expenditure. I was aware that there were under 6, 7 and 8, and I had already told the Executive Director that I was going to move item 13 ahead of 6, 7 and 8.

Mayor Romero: Consent agenda item 5B has expenditures under the Carbon Reduction Program, in the amount of \$796,847. So, I would like to delay making

that expenditure so that we could have a conversation about the Carbon Reduction Program strategies.

Supervisor Scott: I'm fine with that if that's the case, then I will exercise the prerogative of the Chair and move item 13 ahead of item 5. Go ahead —

General Maxwell: I guess I've got a question because, and this is really for the Executive Director. So, both those two contracts that Mayor Romero is alluding to under the new contracts already have start dates that have occurred. Have we already entered into those contracts?

Farhad Moghimi: Yes, we have. They were both authorized by Regional Council previously and have already initiated.

General Maxwell: So, when we approve the consent agenda, we are not approving expenditures of any additional money?

Farhad Moghimi: It's just a report.

Supervisor Scott: Nevertheless, I'll go ahead and move 13 ahead of 5 just because of the concerns that Mayor Romero raised, and then we'll come back to all of those other items. So, let's go to item 13, Mr. Moghimi.

13. Carbon Reduction Strategies Update

[Item 13 Video Link](#)

Farhad Moghimi: Be happy to Mr. Chair, and Mr. Fitzpatrick is also here to answer questions. So, as you recall, at the last meeting, we discussed the strategies that were developed, and we are implementing those strategies as we move along. As part of those strategies, we had multiple contract services and, as

we just mentioned, several of those have already been previously approved by the Regional Council, and they're well underway, and on today's agenda we got three more of those contracts. Again, as part of the previous discussion, we talked about the process that we're going to use, and staff are coordinating to take each strategy which leads to a product and a plan or data. All that information goes through the committee process and then it all comes back into our overall plan, and then it's included in the long-range regional plan. So, I'll pause there, unless there are any questions. There's plenty of information in the packet but I'd be happy to answer any questions. I'll turn to Dustin for any additional information about our process.

Supervisor Scott: Go ahead, Mr. Fitzpatrick.

Dustin Fitzpatrick: Yes, that sounds correct as far as the strategy is being incorporated. The strategy was incorporated into the Overall Work Program. The projects that are underway and will be detailed in the RMAP. Additionally, there's also an item included in here for the new greenhouse gas performance measure that was federally required by FHWA that was finalized on Jan. 8. Soon after that, on January 12, there was a lawsuit filed by Kentucky and 21 other states contesting the authority and legality of that. After that, FHWA on January 26 extended the initial target submittal deadline for that performance measure out from February 1 to March 29. FHWA had initially asked and ADOT had submitted the state target that was due by February 1 to FHWA and then just recently, March 27, there was a U.S. District Court decision in Texas ruling against the legal authority to implement the measure, so currently it's on hold. Additionally, ADOT had needed to resubmit its initial target based on revised fuel use for Arizona. It's based on 2022 as a baseline year. As reported, Arizona's fuel consumption for gasoline was 3 billion gallons. That was reduced down to 2.7 billion which changed their initial metric that was used for calculating CO₂ emissions on the National Highway System. So, at this point that rule is on hold. That would also be required to be included in our RMAP as a new performance measure. We had

started working that up through the committees starting with the Air Quality Subcommittee for recommendations on setting what that target would be and the metric calculation that we're going to use as an MPO to calculate the CO₂ on the NHS.

Supervisor Scott: Go ahead Mayor Romero.

Mayor Romero: You talked to us about the conversations that are happening with the Air Quality Subcommittee. You're talking about the Air Quality Subcommittee within PAG, correct.

Dustin Fitzpatrick: Yes, so —

Mayor Romero: Talk to us about that, because one of the things that both Chair Scott and I were concerned about was the lack of opportunities for committees and the public and the Board to weigh in on the strategy and how to use these funds, something that is very concerning, so can you talk to us about what's, what are the conversations happening at the subcommittee level.

Dustin Fitzpatrick: For the recent meeting with the Air Quality Subcommittee, the discussion was regarding the greenhouse gas performance measure that FHWA is proposing, so that's supported by efforts out of the bill such as the CRP program funding the NEVI program with infrastructure for EV charging on the interstates. So, at this point, that target is supporting those efforts. The strategies were adopted by Regional Council in May, included in the OWP, and so also outlined in this item are the Table 6 expenditures, which identify those nine projects, which consultants are contracted to carry out.

Mayor Romero: So, the Executive Director makes the OWP and the committees cannot comment on the OWP, and I know that the OWP passed but it was a budget that had no explanation as to how that carbon reduction program funds

were going to be used. So that has been, now we're going around to the same place that I've been talking about. So, when committees cannot comment on how those funds are being expended, then we're really not getting any input or feedback on, you know. Either the jurisdictions are not going to be able to give input or feedback and the public have not been able to or this Board, for that matter. All we're getting is a list of expenditures without explanations as to what the strategies are to reduce carbon in our community. So, we also need to make sure that we're demonstrating carbon reduction with these funds, and one of the concerns that I have with how we're using the carbon reduction program funds is that PAG is funding things that PAG was already doing. So, we're substituting carbon reduction funds where the funds that PAG should be using for projects, that of things that were already being used. So, I'm skeptical that the millions of dollars for planning activities will help achieve emissions reductions, and I think we need a much more thorough item than just repeating the same thing over and over. That has been said so I would like to delay the expenditures that we're doing today and have a much more thorough discussion as a Board and have our subcommittees and committees be able to put together strategies that will actually demonstrate carbon reductions in our region.

Mayor Murphy: Mr. Chair.

Supervisor Scott: Hold on, Mayor Honea asked to be recognized.

Mayor Honea: First of all, I don't have a problem with what we're doing now. I think we're fulfilling what is our obligation. I wanted to ask the Mayor what committees are you talking about, Mayor Romero, are they PAG and RTA committees, City of Tucson committees, private committees. That, I mean committee, is kind of a, could be anybody. We're a committee, here.

Mayor Romero: Per the materials provided in the agenda for this item, all of the following committees should meet in preparation to finalize and recommend for our

regional greenhouse gas reduction emissions, and these are Air Quality Planning Subcommittee, RMAP Working Group and Transportation Planning Committee.

Mayor Honea: Under PAG.

Supervisor Scott: Mayor Murphy.

Mayor Murphy: The way I, correct me if I'm wrong, Executive Director, but when I remembered it, we had this discussion at the last meeting, and I think it was then passed 8-1. I'm not sure exactly how many people were here, that there was a consensus that we had to have a baseline, something to measure before we could come up with strategies, and I think that's why we have a couple of those land in the consent agenda that we had previously approved those for the spending of expenditures, and I think 6, 7 and 8 are more that was a continuation of what the Regional Council decided that we needed to have, again, the baseline and the measurements to actually come up with a strategy because as I was always taught in the Air Force, you plan work and you work your plan, and I think this all came into creating the work product to understand where we needed to spend additional monies and strategies to actually reduce carbon, but if we're not measuring, we don't have a baseline. How do we come up with a strategy to actually come up with a good plan to actually reduce it if we don't know where we are.

Supervisor Scott: General Maxwell.

General Maxwell: Thank you, Mr. Chair, and that brings up, I guess, a follow up question because we absolutely have to know what our baseline is before we make decisions of what we're doing successfully or not, but \$6.4 million, as I understand, is what came from with the state, money came down the state, they passed that to us —

Farhad Moghimi: That is correct, yes.

General Maxwell: So far, the data that you gave us only \$700,000, just over \$750,000 spent to date. When you said \$1.2 million committed for the contracts, but those contracts that were previously approved?

Farhad Moghimi: Correct.

General Maxwell: So, of those contracts, I guess this kind of gets to Mayor Romero's question to how much of that was toward planning to get us to that point. We'll have measurements versus, I mean, I guess that's the plan. I'd like to know how, when will we get measurements?

Farhad Moghimi: Exactly. So the initial two years of the program were to develop that foundation, the planning documents and data needed and mapping and everything else that we need. So, what you see in the current work plan will get us to where we need to be to be able to include all that information in our long-range plan, which is a requirement of the legislation. All of that would be in this fiscal year and next fiscal year.

General Maxwell: Chair to follow up, so how much of this \$6.4 million will we expect because I think —

Farhad Moghimi: All of it is programmed and —

General Maxwell: Right now, it's all programmed in our next year's OWP?

Farhad Moghimi: In '25 and '26. I'm sorry '24 and '25.

Mayor Romero: Is it all planning?

Farhad Moghimi: Data collection, mapping, planning, modeling. Obviously integrating all of that into our planning process. Again, the nine items that are listed here. So interesting enough —

Mayor Romero: Mr. Chair, if I may. I actually forgot a few other committees that this was supposed to be talked about and received the input for the Environmental Planning Advisory Committee and for a review of traffic modeling activities. The PopTech Subcommittee and Transportation Security and Safety Subcommittee, and by the way, final review by the Management Committee before a final recommendation is made to the Regional Council. So, none of those steps has been followed and I see that the Air Quality Planning Subcommittee met on March 26, 2024, which is just recently. What feedback did the Air Quality Planning Subcommittee give on this strategy? Did you guys have a conversation about this?

Dustin Fitzpatrick: No Councilmember Romero. There may be confusion. The strategies I outlined for this agenda item in the OWP, their goal is 20 through 30 in the OWP, that got incorporated and —

Mayor Romero: Sorry for interrupting. That has been said before. In order to use these funds, the request has been made and the usual process of expending those funds is putting together a strategy to reduce our greenhouse gases and so, have all of these committees met and talked and this has been a long concern of ours, right? Since last year we have been saying, actually Supervisor Scott, when requesting this item be a usual item in our PAG meetings, what you asked when you were requesting this item Chair Scott is a breakdown of roles and responsibilities for the committees that should be involved in this process. You asked for a meeting schedule and draft agendas for those committees and how public input will be incorporated in as much detail as possible on this item to be added. So again, what did the Air Quality Planning Subcommittee have to add to this particular item because it is their duty and responsibility to give us —

Dustin Fitzpatrick: Certainly. So, the strategies were adopted in the state CRP strategy plan for the OWP. I think the item that's being discussed here is the next step in FHWA's process in measuring greenhouse gas emissions. The committees that are referenced here are to bring forth the greenhouse gas performance measure target. That was going to start with the Air Quality Subcommittee and did. It was going to proceed through all of the committees that you referenced for final adoption of that new performance measure target for greenhouse gas emissions by Regional Council. That federal rule got paused, so that the committees that we're discussing weren't referencing the discussion of the strategy. It's the new greenhouse gas performance measure in order to measure those emissions on the NHS.

Supervisor Scott: Can I just ask the follow up question? Given the lawsuit by Kentucky, do we still have the same August 2024 deadline for our baseline, Mr. Moghimi?

Farhad Moghimi: Mr. Chair, if I may, there's a little bit more into that discussion. So, as mentioned earlier, there were multiple lawsuits, multiple different states. The one that had a ruling last week was from Texas. That lawsuit essentially halts FHWA's authority to establish greenhouse gas reduction. We got word from FHWA to pause, we're working on it, we'll get back to you. So, we're pausing on that element, which is the greenhouse gas performance measures targets. But that's only one element. We got all these other elements that includes planning and data collection inventory all of that is still eligible and will be mandated at some point. Just because there is this legal debate going on about the mandate, I don't think that's anything to be concerned about. We know our goal is to make sure that we have good air quality. We want to make sure that we have good inventory in place and good planning to continue to maintain or improve our air quality. So, we have to put it in that context. Once we start putting in context of greenhouse gas reduction, then we get into the legal issues, and I would

recommend let's wait until those legal issues are resolved. So, for that reason, going back to what was just discussed, we no longer have a federal mandate to establish a greenhouse gas target. The target of the August date is off the table.

Supervisor Scott: So in terms of the work of our advisory committees, is that something, because Mayor Romero is absolutely correct, I did make that request and that it be referred to whenever item 13 came back up. The only reference that I see in the narrative to advisory committees is that they're advisory.

Farhad Moghimi: Correct. And then there's this additional document that helps identify which committee, which items go to, this is in your packet, if you haven't seen it yet. So there's a list of each committee and which items go to which committee because of exactly what you said, different committees have different technical focus, so the ones that have technical focus on air quality, they would need to review certain things. The ones that have traffic modeling and data analysis, that's a different committee. Ultimately, all of that information feeds into our modeling process, feeds into our planning process and that's where it gets to the Regional Council level so various subcommittees provide various technical support, if I understood your question right.

Supervisor Scott: You did, but in in terms of the other part of the request with regard to meeting dates, draft agendas.

Farhad Moghimi: So, this is all still unknown. So, we were waiting to hear what happens from the state and then the feds and the court ruling. So now we don't have the August deadline anymore, so that aspect of it is somewhat not as urgent anymore. There's that legality of it. There are certain things that legally we should not do, and we should pause until we have clarification on. But the rest of it is all data collection, planning, modeling, all of that is eligible and, in my view, we will need to continue doing that regardless of what the courts decide.

Supervisor Scott: And those are the items that are, those are the matters that are addressed in item 6-7 and 8?

Farhad Moghimi: Exactly. Data collection, mapping. The survey itself is very critical that we want to have that additional data to calibrate our models to make sure our models are correct.

Supervisor Scott: And the engagement of our subject member experts at the jurisdictional level is something that we also can address in item 6-7 and 8?

Farhad Moghimi: Exactly. So, similar to the one we talked about last time, the last time we talked about the active transportation planning, for example, that's one of the nine elements. So for that element, we're going through the Transportation Planning Committee for development with a Technical Advisory Committee. Those committees will provide and support the development of that document.

Supervisor Scott: General Maxwell.

General Maxwell: There is some great information in the packet and you know I'm looking right now at the charts where it shows the costs over in fiscal year 23/24. Are the ones that have CRP program, you know, transportation tasks here, are those the ones that we need in these funds that we use \$6.4 million because obviously there's more than \$6.4 million on these two charts, so it's —

Farhad Moghimi: I'm sorry, can you please rephrase the question?

General Maxwell: How would I, looking at the capital equipment consultants, including pass-through funding charts, the ones right before, you got your hand, right these two, yeah. How would I know which ones we're using the carbon reduction plan funds, the \$6.4 million —

Farhad Moghimi: Jamie probably knows that table better than I do, but they should usually have a reference to the funding source, right?.

Jamie Brown: Right, I don't have it in front of me, Mr. Chair, Mr. Maxwell, but on the very left side of that chart you should see a code that says CRP. Do you see that next to, like in the middle of the chart. It probably says CRP next to some of those codes.

General Maxwell: Some of the categories like if you go down to work element 4005 through, in 4005, it says transportation-CRP.

Jamie Brown: Those are CRP funded.

General Maxwell: OK, those are CRP funded!

Farhad Moghimi / Jamie Brown: Yes, that's correct.

General Maxwell: Thank you.

Mayor Romero: Mr. Chair.

Supervisor Scott: Mayor Romero.

Mayor Romero: A couple of things. The carbon reduction planning page that we received talks about the committee review and talks about review and recommended emissions reduction targets, and those are the three subcommittees that I talked about, Air Quality, Environmental Planning, Management Committee review and plan activities related to carbon reduction due to on-road vehicles, the committees and it talks about the committees. It's review and recommend, and so my concern is these committees have met, but yet their agendas have, they have not been allowed to discuss, to review and recommend

what we need to do as a region to afford a carbon reduction plan. And so, my concern about spending money without input from jurisdictions and this is not just Tucson by the way, this is all of your jurisdictions are not being allowed to give feedback and input on the best carbon reduction strategies. We're spending a way lot of money on planning, and the public is not being given an opportunity to give feedback on how we spend precious funds that we need to spend on carbon reduction. Since the rule, based on the lawsuit is on hold, why do we have to move to approve these funds today when we have not been given input by the committees that should be responsible for giving input to PAG. As recipients of this federal aid, we are responsible for involving the public, including traditionally underserved and underrepresented populations in transportation planning and for complying with the participation and consultation requirements outlined by the federal government. We're not doing things right; we are not doing things right. Carbon reduction programs are required to comply with Justice40 to ensure that at least 40% of these funds will be used to benefit low income and disadvantaged communities. There is no mention of Justice40 on any analysis that has been conducted to ensure we would meet this requirement. So, again, I would ask that we not expend these funds until we know and have been given input and these committees that are responsible for giving us input. The rule is on hold. I think we should put these items on hold and not expend until we receive input and feedback as to what is absolutely necessary from these committees. Because this is money that's going to go away. We have one shot at it. We should do it right.

Supervisor Scott: So, let me take what you said and pose the question to the Executive Director in terms of the items that have already been approved by the Regional Council. What was the role of these three committees and second part of that question, and you alluded to it earlier, once we have a better sense of where we're going from the courts and the feds, what will be the role of these committees moving forward?

Farhad Moghimi: Sure, if you don't mind, let me answer the second one first.

Supervisor Scott: Please.

Farhad Moghimi: So again, the legal aspect of it, the guidance we're getting from Federal Highway Administration is to keep doing what you're doing. Everything that they have already authorized is good work and eligible. The only thing that is being questioned is establishing the greenhouse gas targets with the reduction goal. Even ADOT was informed that you can't even implement that, that's null and void. So that's only one small element from the entire recommendation to develop a plan and put it in your long-range plan. The only thing that we cannot do is to mandate the goal and measure against that goal. We can establish a baseline. We can establish that foundation, we can measure and have inventories in place. We just cannot have a reduction goal and mandate that goal. That's to be decided by the courts, my perspective is that if not this year, four years from now, five years from now, there is going to be a decision made to start measuring against your progress. So anything we do establishes our footing to be able to maintain good air quality and demonstrate that not only through this requirement but even through our TIP development process, our TIP development process already has a requirement to demonstrate that we have air quality conformity. That's a requirement, and if we can demonstrate that we have a plan in place and we can conform, then we're in a good place. Which committees are going to be involved? As I mentioned, again moving forward, you've got various committees, they all feed up to recommendations to the Management Committee and ultimately Regional Council approves every single product. All products require Regional Council approval. All those go through public meetings; they go through review and comment periods and ultimately come through Regional Council. If you don't mind, I'll address the previous question. So, the first question, same thing. Management Committee was asked to please review and comment. These initiatives were all outlined as you see here, there were outlined in the OWP. Management Committee had over a month and a half to review and comment. In

my verbal/discussions with everyone they felt very comfortable with it. We only received one comment in writing and that was responded to in writing as well.

Supervisor Scott: And, but the first question had more to do with what was the role of these three committees in that earlier process?

Farhad Moghimi: The earlier process with Management Committee was the one that reviewed with their committee representatives to respond.

Supervisor Scott: I got you. Mayor Honea had his hand up before you said something verbally.

Mayor Honea: I was just going to say. We're collecting data trying to find out where we are and we're putting the process together, and these committees will be used as their expertise is needed, not all up front. So, we'll move through the process and all of that kind of stuff. If we don't continue and establish where we are and what we want to do, we're going to have to start from the very beginning once the process is approved, if it ever is approved, with the money sent to us. So, I think we need to move forward to establish where we are and what the process is, you know, measure and what we need. We have input from the committees we need and eventually we'll get to those other committees as we start moving through the process.

Supervisor Scott: Thank you, Mayor. Mayor Murphy.

Mayor Murphy: Yeah, I was just going to echo that. It sounds like all of the committees and subcommittees, you have to have data to decide and comment. Has any jurisdiction not been allowed on any of these subcommittees and committees to make comment or offer input in your provided knowledge?

Farhad Moghimi: If I may, Mr. Chair of Mayor Murphy, we actually thank them and acknowledge that they're putting a lot of time and effort attending our meetings, everyone participates. Every single decision that's made, every product that comes through our process and ends up into the RMAP goes through multiple committees then ultimately Management, then Regional Council. So I would say every product gets touched on by at least three different committees that have been involved before it gets to you.

Mayor Murphy: And then as we continue moving forward, the things that are on our agenda today are continuing to try to provide data by technical experts, right, and organizations that actually can feed into these committees to give them the proper information they need to move forward and then help start to develop strategies. But again, you know, plan your work, work your plan, we have to know where we are.

Farhad Moghimi: We need their input, we need their participation and, again, I really appreciate it because I've heard from some of the smaller communities that we have one or two people and we're spending a lot of time on attending committees. So, we try to be respectful of their time as well, but ultimately it is a team effort. We need everybody's input. They even in some cases they have to go and provide some of that data and provide that data to input into our process so we couldn't even have the whole picture if they're not able to bring that information to the table.

Mayor Romero: Mr. Chair.

Supervisor Scott: Mayor Romero.

Mayor Romero: The whole, the fundamental issue is that they took all of the carbon reduction program funds to pay for things they were already doing in the OWP. That's the fundamental issue. The Carbon Reduction Program and these

additional funds were sent to us from the federal government so that we could work on carbon reduction in our region. That's the fundamental issue, and according to our staff, the Transportation Planning Committee was not allowed to give input. Just in today's meeting were expected or we're being asked to expend \$3,000,000 out of \$6,000,000 that we have for this program, it doesn't make any sense. We have an obligation as an Association of Governments to get the input the expert advice, the input from the community so that we make the best use of these funds for our community. So, you've told us a million times that the OWP was approved by this, by this Board, but the problem is that the OWP was using carbon reduction programs, which you put on there for expenditure on things that hwe ave already been doing. We're already doing these things at PAG. So again, I would suggest we not act on spending any additional funds before we give the Air Quality Planning Subcommittee the chance to comment. The RMAP Working Group and the Transportation Planning Committee have an opportunity to look at the strategy on how we're using these funds. That is a fundamental issue that I don't believe we're completely discussing on this table.

Supervisor Scott: So, with that in mind, I think every point that people wanted to make with item 13 has likely been made, so I'm going to move back to the regular agenda and take up item number 5.

5. Consent Agenda Items for Information

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

[Item 5 video Link](#)

Farhad Moghimi: Mr. Chair, again, if I may, that's an information item. Be happy to answer any questions you may have.

Supervisor Scott: Are there questions about anything under item number 5, either a or b?

General Maxwell: Mr. Chair, please, just clarifying that again, the contracts that we've got on here between projects have already been issued, already been executed here previously, so there really is no action because it's just for information.

Farhad Moghimi: Just for information that both were authorized and approved at the January meeting of the Regional Council.

General Maxwell: Thank you, Chair.

Supervisor Scott: Thank you, General Maxwell. So, we're going to move on then to item number 6. 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. Mr. Moghimi.

6. Household Travel Study and Assessment Contract

[Item 6 Video Link](#)

Farhad Moghimi: Mr. Chair, Members of the Regional Council, this one gets highly technical, so I'm going to have Dr. Noh give you the overview and I'll be happy to answer any questions you'd like.

Mayor Romero: Mr. Chair, we did not vote on item 4, I mean item 5.

Supervisor Scott: It was a —

Mayor Romero: Just for information?

Supervisor Scott: Yes, for information.

Hyunsoo Noh: Mr. Chair and Members of the Regional Council, my name is Hyunsoo Noh, Data Science Administrator, here at PAG. Thank you for this opportunity to present on PAG's Household Travel Study and Assessment Project. As an MPO, PAG maintains the travel demand model and the air quality models, the regional transportation air quality conformity and the planning efforts. The household travel study is one of the most important backbones of the PAG traffic demand models. Because we have new traveler behavior patterns, and fundamental target behavior models need to be updated including our new activity-based model which we have been using since back in 2008. This project includes the Household Travel Study as a foundational task, and it's important to collect the samples satisfying all the regional statistical representativeness and other regional modeling results, especially just the population group, high income group and the low income group, all used different transportation modes, public transportation and the bike use altogether supposed to be statistically representative, which means that actually we're trying to just have all the possible general and regional understanding of the transportation needs with the survey. And not only for that and just different age groups and the different size of households by area, urban and suburban, as well as use of different transportation modes as I mentioned earlier and reviewing daily activities. For example, COVID-19 has changed national and regional travel behaviors. And now we're seeing more remote work which means that we see more residential area activities and they're not often like compared to just the pre pandemic and the typical business trips and more likely we use the Teams or the Zoom meeting instead, things like that, and plus just give you the household items purchased online, through and subscribe or web services like Amazon. Travel patterns have totally changed now. So, before and after the pandemic and new technological advancement and the way they were introduced and including vehicles, hydrogen vehicles and also the hybrid vehicles use growth, and the E bikes, as well as the TNC services and the transportation network

companies, such as Uber and Lyft. So really interesting data from the low-income family and the high-income families and the pandemic's travel behaviors impact on air quality. This new first post-pandemic travel survey is a crucial one not only for this understanding, the new travel behavior patterns for us to support the regional planning approach in 2055, with new Justice40 and air quality parameters. We also need the travel study and assessment project for the PAG staff to compare the association with other modeling conditions, etc. The Institute will administer the survey as our contractor. The consultants will conduct numerous onboard surveys and as well. The household service serving this project that encompasses the primary travel diary survey with the target of 1% sample size of population, which is roughly around the 4,200 households, and each household will cost roughly \$250. And we also want other samples, especially for bus riders and college students, which are typically underestimated in the population. So we are interested in the full picture of largest regional and the population. This is a 12-month long project from April 2020 to May 2025, including our main household travel study and the additional behavior analysis and the air quality impact analysis highlighting how regional travel behavior has been changed since 2008 and or just before and after the pandemic and how this behavior impacts our air quality and other performance measures such as the VMT changes, transportation mode shift, work changes and also our trip frequency changes. Together with other search funded project and a set of questions and analysis in this household travel study and assessment, we hope to address possible ideas over regional transportation and air quality improvement in the future. Thank you.

Supervisor Scott: Thank you, Dr. Noh. Mr. Moghimi.

Farhad Moghimi: Mr. Chair, if I may add. Thank you for that, I just want to make sure that you all obviously are informed that everything we do is part of the bigger picture. We integrate our information with the state and with MAG, and Dr. Noh's been working closely with MAG. MAG just recently started its survey process as well, so MAG is doing exactly the same thing and they started that recently.

Mayor Murphy: Mr. Chair.

Supervisor Scott: Mayor Murphy.

Mayor Murphy: Dr. Noh, so I heard it during your presentation, but just to reiterate, we're going to be surveying all parts of our community, underserved, highly served, all of the above and in your professional judgment, do you think this is a critical piece of data to be gathering to actually have the strategies that Mayor Romero touched on with all these subcommittees. Is this a critical piece of information that you would need to develop all of this?

Hyunsoo Noh: Yes. And I'd never seen any kind of a survey conducted recently as we saw like the transit survey. That's the kind of small piece of our whole model and the entire region and the population we serve. So, as I mentioned, the statistical representativeness we are interested in is the actual data to replicate a model of the metro Tucson area, so all populations and families are included. We are interested in how they actually travel and how they use. What kind of modes would be available and even how many vehicles you have and such things. So, we will actually have a good sample representing metro Tucson that measures the different travel behaviors, full picture of the current status after post pandemic.

Supervisor Scott: Thank you. Mayor Honea.

Mayor Honea: Mr. Chairman, you know we've discussed this stuff a lot, but I want at least 15 minutes for the RTA. You know, so could I make a motion?

Supervisor Scott: Absolutely.

Mayor Honea: I moved to approve this household travel and assessment study to move forward under the direction of the Executive Director not to exceed \$1,606,058.

Mayor Diaz: Second.

Supervisor Scott: Moved and seconded. Further discussion? General Maxwell.

General Maxwell: Just want to get clarification on this because item 7 which we're about to vote on is it specifically using the funding of the new carbon reduction planning activity?

Farhad Moghimi: Correct.

General Maxwell: Is this one using carbon reduction funding?

Farhad Moghimi: Yes, it is. Item 7 is a combination of two different funds, but we'll talk about that at that point.

Supervisor Scott: And just to, I'm sorry. Mayor Winfield.

Mayor Winfield: When this was advertised, the request for proposals how many firms submitted proposals, what was the range of —

Farhad Moghimi: Sure, it's very specialized and I believe we only had one submittal, right?

Hyunsoo Noh: Yes. So, we actually reached out to MAG before we advertised. With the limited consultancy interested, the one actual company ETC "Institute" submitted.

Farhad Moghimi: If I may add, it happens to be the same firm that's doing it for MAG as well.

Supervisor Scott: Mayor Romero.

Mayor Romero: Mr. Chair, I still believe that we should take a pause on the expenditure of funds, carbon reduction money. Again, the travel reduction survey is an activity required of PAG and not, we don't necessarily have to use carbon reduction funds for this. I would highly recommend that we take a pause, bring a strategy, a complete strategy to our Air Quality Committees and our Transportation Planning Committee so that we can put a strategy as to how we reduce greenhouse gases in our community. So, I'd like to make a substitute motion that we take a pause on expending \$1.6 million of carbon reduction funds for the household travel study and assessment and I'll do it in the form of a motion.

Supervisor Scott: That motion dies for lack of a second. But I - General Maxwell.

General Maxwell: I do have a follow up question in line with that though because this is a study, I mean I think we've all taken, but we won't take it before we do it every 10 years or so, so in the past how did we do this?

Farhad Moghimi: Actually, I don't believe, we didn't do the regional one in a while. We're using the one that the federal government used and Dr. Noh, tell me when was the last time —

Hyunsoo Noh: 2008 and 2009, roughly 15 years ago.

Farhad Moghimi: So it wasn't done recently by PAG.

General Maxwell: Is that when, when was the last time we did a —

Hyunsoo Noh: 2008, 2009 and actually the version is 2009 sampled around a little more than 2,000 household samples.

Supervisor Scott: Chairman Yucupicio. I'm sorry did —

Farhad Moghimi: If I may add to that —

General Maxwell: I just wanted, we did do a regional one, it was 15 years ago.

Farhad Moghimi: Yeah, that one was done by the feds. There was the federal data.

Hyunsoo Noh: It's actually national household travel study add-on, which means that just nationally select a consulting firm and nationwide they conduct their study, national household travel study. And we had actually just put more budget on it. After they conducted all Household Travel Study, we actually add multiple and more samples and conducted in 2009.

General Maxwell: Sorry, Mr. Chair, follow up to that, so this is a different travel study than the work, travel reduction survey?

Farhad Moghimi: Correct. This is the household survey. The one we do annually (TRP) is not really a study, it's a volunteer survey. Annually, we request larger employers, I'm sorry, the employees of larger employers to voluntarily provide information. That's an annual thing we do, and we typically don't get a good return on that and that's not a scientific study per se. This is a scientific study.

Supervisor Scott: Chairman Yucupicio.

Chairman Yucupicio: Just for clarification of where I'm at mentally here and there's a motion on the table. And then the second one and I'm trying to figure out if we got a second on yours, Sir —

Supervisor Scott: Yes, Mayor Diaz —

Chairman Yucupicio: And then, does that supersede that one right there? The only reason I'm clarifying that because you stated there wasn't a second. I'll be the second because I think we're trying to get clarification as a Council, when do we get to look at a strategy. When do we get to decide, is that the right strategy that we're going, not that we're doubting anything they do. It's just that I think we're used to, these were the models or the strategies were used, but that's after the fact, once it's all done. I think what Mayor Romero is asking is, once it's getting built, when do we as a Council look at what, what guidelines are they used in a strategy? And that's simply, I think a simple question for all of us is if we're used to just saying, you know, that's the strategy they use but that's after the, I think is there a way then we could somewhere pause in the middle without stopping the progress because some of it was already, I think we approved already as expenditures and contracts and whatever else, but I'm questioning our seats here. When do we look at any of that stuff before it gets to the point where, what you were saying is you know, yes, it goes to committee and then do we even I believe, allowed to attend a committee to see what is the purpose of, how are they building that that whole thing and that committee and that's where I'm at, right now.

Supervisor Scott: I need to, I need to ask a question for clarification of Mayor Romero, since you're seconding her motion. Your motion was to take a pause. Are you, is your motion then to table this item indefinitely or until —

Mayor Romero: I continue having concerns about, as Chairman Yucupicio said, there have not been any opportunities for our expert committees to give feedback and input and help create a strategy for our carbon reduction money. So, I would

like for at least the Air Quality Committee ones that help with putting together the carbon reduction strategy, the Transportation Planning Committee, I believe and, make sure I have them, RMAP Working Group, Air Quality Planning Subcommittee and Transportation Planning Committee, help us put together a strategy, put together what are the needs? Where do we need to spend? And we might, and they might be, they might come back and say yes, we do need to invest in a household travel study. But we need the opportunity to have them give us input. I mean again, my question is, were there any PAG committees and subcommittees consulted regarding this particular project to support the determination, the project need, the scope and the consultant qualifications and selection process? It is, there's too many questions. It's a big chunk of money and the court has paused the, you know, the deadlines that we were rubbing up against, so why not, why wouldn't we want to get input from these committees? Why wouldn't we want to look at what the complete picture is, what the strategy is, where we're plugging in the funds? It's we're not being shown a complete picture of the strategy for the usage of these funds, that's, those are my concerns. And so that's why that's the motion to pause, but not just to pause and not do anything to pause, you know, and have that input from the Transportation Planning Committee and RMAP Working Group and our Air Quality Committee and look at the strategy in its entirety and how much money we're going to plug —

Supervisor Scott: So just to clarify, you're asking that the item be paused until those committees weigh in on it?

Mayor Romero: Yes.

Supervisor Scott: OK. Further discussion on the substitute motion? Mayor Honea.

Mayor Honea: No, I was just going to call for the question and ask for a roll call vote.

Supervisor Scott: Well, I also have hands from —

Mayor Honea: Well, we have to vote on the second —

General Maxwell: Can we discuss it first?

Supervisor Scott: Yes, sir. I also have hands from Mayor Murphy and General Maxwell.

Mayor Honea: OK, I withdrawal my —

Supervisor Scott: Thank you. Mayor Murphy.

Mayor Murphy: The first one or the second one, actually that one, I won't be supporting it and Chairman Yucupicio, part of it I get, I still go back to my earlier point that to come up with a strategy we have to have a baseline and we have to have information. And that's what I think this data collection is yet to do. I certainly would be objectionable, maybe from a town's perspective, you would have subcommittees selecting potentially going out for RFQ's, and reviewing that. I mean, that's just not that I have any understanding of. It's usually your professional staff, you know, based on the direction of our Council that goes out and says, you know, put this on the street, I've never heard of a Park and Rec Commission building an RFQ, you know, for recreation, Parks and Recreation Strategic plan, that's up to the Executive Director or our town manager. So, I just wanted to put those couple things on that I won't be supporting the substitute because we do need that data.

Supervisor Scott: General Maxwell.

General Maxwell: My concern is different. It's important that we get input. I don't argue that I think if we set committees that they should have some say ultimately for the responsibility of setting direction becomes this Board's, that's what we're supposed to do. My concern on this one is this household travel study is going to add vital data that we need to be able to measure and get everything. My answer is yes, it's one we did 15 years ago. We were able to fund it 15 years ago, so one of the concerns that I've heard over the last several months from Mayor Romero is that we're using money that we're being given to pay for stuff that we paid for differently other times and this is, it's \$1.6 million, you're allocating up to \$1.6 million. If you look at the, you know, if I look at the total budget, it's only \$1.2 million and I'm sure you can explain the difference. My concern is, why are we using something else to fund something we historically have and that's a budget issue.

Farhad Moghimi: So exactly, as we go through the OWP process, we identify available revenue sources at the time. Obviously, whatever revenue is eligible to be used and for what purposes. Again, as was mentioned earlier, a lot of this information is needed for that baseline for planning and programming. So, it's relevant to the carbon reduction program. It's authorized by ADOT, it's authorized by FHWA and going back to just responding to Chairman Yucupicio's comment, we have a contract with ADOT to do this and we're obligated to use those funds for this purpose. So we wouldn't be able to use these funds for anything else. And that's another important issue to keep in mind that there is an obligation deadline as well that we want to keep in mind. So, when we talk about court rulings, I'm saying that is a small piece of the whole process. We need to continue doing this.

General Maxwell: So what you just said there, as I understand what you said was that if we vote no or we put this off, we can't use those carbon reduction funds anywhere else.

Farhad Moghimi: Basically, the process would have to go back and start over by reprogramming those funds when those funds have to be obligated.

General Maxwell: To run the risk of delaying the study and have to start over with everything to this point of issuing the contract, but we wouldn't lose the funds?

Farhad Moghimi: The funds have to be obligated this year, in this fiscal year.

General Maxwell: We could find ways to spend money but I understand. Thank you.

Supervisor Scott: Chairman Yucupicio.

Chairman Yucupicio: Thank you. I think the reason I supported Mayor Romero's motion was because, in a sense, they understand that we don't look at things that we should like an RFP. We don't look at everything that's in there or anything that we do like that but at this point in time, this jurisdiction wants some answers and part of the answers is, are we using money from another fund that we are really doing that job and funding this one, now. That's one question she had. The second one was basically what is the strategy? I mean they can collect data all over the world if they want to, but what is the strategy for this item itself? And that's what I think I question of ourselves is when do we decide to kind of like chime in or look at what is being developed as a strategy, not the expenditures data collect and not just are we going down right path on what is being developed and I think that's what Mayor Romero is asking is. How are we building this to get there to suffice that grant and the money that was giving us, and that's why I stand, you know, with trying to get clarification. Not only that, but you know, I also live in the City, so I have question marks on how are we reducing, you know, the carbon and the travel, the gas usage, everything transportation because I actually live right there. However, that's why I stand like that, because it's not all the data collecting, that's

going to happen. It's once they get that data, how do you develop into a strategy that's the part I think she's asking.

Supervisor Scott: So, let's —

Mayor Murphy: Sorry, I was going to answer that question. I think part of it is the building blocks, we need the data to actually come up with a strategy to have those building blocks to know where we're going to be most effective.

Supervisor Scott: So, let's, but the motion right now is to table the item. I think we can still discuss the item, if this motion fails.

Mayor Romero: Well, to put you on hold and consult with committees that are responsible for helping us put together our strategies —

Supervisor Scott: My point was, I think our discussion is starting to get back to the substance of the item, not on the motion and the motion is on the table.

General Maxwell: I have a question about the motion.

Supervisor Scott: Please.

General Maxwell: Just to clarify this could be to the Executive Director. If we table this, could we just, we just said if we don't approve this then we could just, we table these three items into the May meeting. Yes, we're sliding the start of the study, but we've not, don't have to go all the way back to the drawing board, is that correct?

Farhad Moghimi: I guess —

General Maxwell: Because we don't have to negotiate a new contract.

Farhad Moghimi: Yes, that is correct. I guess if your question is if we approve them in May, there is no impact. That's correct.

General Maxwell: OK. That was my question because if we vote no on them today, then we have to go back to the drawing board.

Farhad Moghimi: Correct. And if you vote no on them in May, same thing.

General Maxwell: Great, I appreciate that. Thank you, Sir.

Supervisor Scott: OK, well, then go to the vote on the substitute motion and we will do a roll call vote. Ms. Ontiveros.

Mayor Romero: This is the substitute motion?

Supervisor Scott: Yes, ma'am.

Mayor Ed Honea: No	Yes: 4
Mayor Tom Murphy: No	No: 3
General Ted Maxwell: Yes	Abstain: 1
Mayor Joe Winfield: No	
Supervisor Rex Scott: Yes	
Chairman Peter Yucupicio: Yes	
Mayor Regina Romero: Yes	
Mayor Paul Diaz: Abstain	

Thomas Benavidez: What's the, sorry to interrupt. What's the purpose of the abstention? Is it because you have a conflict? Are you able to vote on it? Are you qualified to vote on this and you just don't want to. It's important —

Mayor Diaz: Right, and I understand, it's just that we don't have enough information in the process that we're discussing and that's my abstention of that. I need a lot more direction as far as the way the process works.

Thomas Benavidez: So, we have, there's no majority for the vote, right?

Jacki Ontiveros: 4: Yes, 3: No and 1 abstention.

Supervisor Scott: We have a quorum of 8.

Thomas Benavidez: We have 8 people, so the majority, if he's qualified to vote. We know he doesn't have a conflict of interest then he counts so you have, you need a majority to pass it.

Supervisor Scott: Are you saying that we need 5 votes.

Thomas Benavidez: Yes, because you have 8 people here, right? And the issue is whether Mayor Diaz counts toward the quorum or not and if he's competent, if he's present and he's competent to vote, which he's not disqualified to vote. So now you would need 5 votes to pass it with eight people.

Supervisor Scott: Let me ask Mayor Diaz, are you comfortable remaining with your abstention or based on what you heard from Mr. Benavidez, who's our parliamentarian, does that cause you to, for any reason, to reconsider?

Mayor Diaz: OK. the process that I don't understand that, we need all the parts. Some of the parts to begin with and then we put the, more or less, the instrument

to run. And, I'm not, I understand about putting some of the parts together to start this. What I don't understand is that those parts we have already made a decision to move it forward, and here we are at the end saying that we have the money, we're going to spend it on putting everything together, so how does that process work? As far as you know, doing the research, doing the committees work into what we envision as being, it's going to be done as far as the planning and everything else is spending money. You know that process is very vague to me as far as you know, how many committees are involved and why are we doing it to just one particular, air quality? Why are we not doing it, transportation? Why are we not looking at transportation period? Come in at, to say that, OK, it's going to affect all of it. And, so even if the experts in doing that or the committee is and putting it together and find out what the committee believes, that they're directed to do, we still come up with the same process when we when it's here. When it's here that we're going to allocate the money to do this. You know that, that's what I'm confused on you know —

Supervisor Scott: I understand.

Mayor Diaz: So you know, in May, we may come up with the same thing.

Supervisor Scott: So, Mayor Diaz, thank you very much, because I can see you making points that speak to both sides of the motion. So, in the interest of us moving forward, I'm going to make a substitute motion. Listen carefully. I am going to propose that we table items 6-7 and 8 until our May meeting and that at the May meeting that we not only get a report from the Executive Director on how these items tie in with the carbon reduction plan, but that in between now and then, all three of those committees be briefed on all three of these items and offer their own recommendations as to how they tie in with the carbon reduction plan.

Mayor Romero: I'm going to second your motion.

Mayor Honea: Can I ask for a roll call vote?

Mayor Diaz Thank you for -

Supervisor Scott: Thank you, Mayor Diaz. All right, so, Mr. Benavidez, I'm just going to ask, as our parliamentarian, we were just on item 6, but I made a substitute motion that incorporated seven and eight and gave direction to staff in terms of follow up, not just with us but with those committees.

Thomas Benavidez: I'm fine with that.

Supervisor Scott: OK, all right. So, any discussion on that motion? Mayor Murphy.

Mayor Murphy: Well, I'll just put on the record, I will not be supporting it only because I don't know what would be accomplished by waiting a month. If we end up waiting a month, fine, but I still think these are important items to move forward on, will 30 days kill it, probably not but I still think it's important information to come up with these strategies at the end result. I think we'll be facing —

Supervisor Scott: Mayor Murphy, thank you very much. Two reasons I made the motion, number one was because of General Maxwell's question to the Executive Director and the affirmative response that he got and number two because of concerns that I heard from Mayor Romero and Chairman Yucupicio and Mayor Diaz about the role of these committees. General Maxwell.

General Maxwell: Thank you, Mr. Chair. I'm going to support it again because we now have some guidance. I agree it was a dangerous thing to table with no end in sight. We're talking two months to put it off. I am concerned about the fact that we've got a study, a household study, we do a lot of studies in this area and so I'm concerned with the amount or the, portion of the funds that are going to; we need

the data, don't get me wrong, until we know what our baseline is we cannot really make decisions, so we've got to gather that data and get the decisions. I will be supportive of this in May on these three items, because I believe that they are all important, I just hope we can have a little further discussion between now and then with the committees to see if they have any insight, if there's anything they can provide. And also, I'm going to follow up with the Executive Director about, personally to learn more about the budget and where all our monies come, because I think I understand ADOT perspective, so I was surprised to see this one being funded by carbon reduction. Thank you, Chair.

Thomas Benavidez: Mr. Chair, I'm sorry.

Supervisor Scott: Not at all.

Thomas Benavidez: I just want to make sure we're not going to lose, do any of these bids, Mr. Executive Director, will any of these sunset, will we get any, hey, this is not good beyond X date because usually they'll say something to that —

Farhad Moghimi: Typically, the bids are good for 30 days. I have to confirm with all three of them are for 30 days, they are?

Dave Atler: We're going to have to look.

Farhad Moghimi: Yeah, we're going to have to look to confirm, but that's easy as well. Yes, thank you.

Chairman Yucupicio: I believe Mayor that your intent was not to get rid of it. Barely asking questions and clarification, that's the reason I supported it. I still thank all the ones that do research and everybody that does all these things for us to get to the best logical way of doing things under funding, whatever it may be, under the leadership of the Director and the attorneys and everything. But there

are some days that we have, like today, that somebody asked the question and the question was this, this and this. I think simply, Sir, you summed it up for me. You weren't clear, you were not clear, and that makes me even more try to understand that maybe we did need to pause, not kill it, but pause and hopefully some of those vendors will understand that if they have to amend it or extend it or do something, they can do that so we can get clarification not only for one person, but 2/3 of us, to be honest. My question still is serving at this level, that you know when, when do we look at strategies or models or what it's supposed to look like and not unless we're infringing on somebody else's expertise legally, but I question that all the time in in my role at the Tribe, but I do know that we can fix it. and we work together to get to use that money the right way and all that. And that's why, I think I will be supporting your motion too because I think you've got a real clear after Mr. Diaz, Mayor Diaz stated that maybe he wasn't sure of everything instead of abstaining they take the time to understand that also.

Supervisor Scott: Thank you, Sir. All right let's do a roll call vote. Ms. Ontiveros on this motion then please.

Mayor Ed Honea: No	Yes: 5
Mayor Tom Murphy: No	No: 3
General Ted Maxwell: Yes	Abstain: 0
Mayor Joe Winfield: No	
Supervisor Rex Scott: Yes	
Chairman Peter Yucupicio: Yes	
Mayor Regina Romero: Yes	
Mayor Paul Diaz: Yes	

Supervisor Scott: All right.

Mayor Romero: And thank you for delaying those three items, really appreciate it.

Supervisor Scott: Well, I'm thinking about what Mayor Honea said that he wants time to talk about RTA, and I'm anxious to turn the gavel over, too. All right let's move on then to item number 9, Arizona Department of Economic Security. Staff will provide the Regional Council with a report on the recommended funding allocations for the federal Social Services Block Grant. Mr. Moghimi.

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

[Item 9 Video Link](#)

Farhad Moghimi: Mr. Chair, Members of the Council, again if you recall, this is an annual activity that we have offered to support the Economic Security Department and Genine will give you the update on the committee's recommendation.

Supervisor Scott: Thank you.

Genine Sullivan: Good afternoon, Mr. Chair, and Members of Regional Council. I'm Genine Sullivan. I am the Transportation Mobility Coordinator here at PAG and I'm just going to give you some context for how the recommendations for this specific allocations came to pass. So, we have the Social Services Planning Subcommittee and as part of that, that committee provides recommendations on funding allocations for Pima County for various service categories and those are all written to the Federal Social Services Block Grant (SSBG), to the Arizona Department of Economic Security. And so those human service organizations in Pima County may then contract with the state to provide services under these particular funds. And so with that being said, the total amount of money that is available for Pima County through this particular block grant does not significantly

change from year to year, and it's typically around \$1.4 million and so for context, I think it's important to help you understand what we do to develop that particular subcommittee. And so, we extended invites to each of the jurisdictional members as well as Tohono O'odham Nation and Pascua Yaqui Tribe. We also expanded by over 60 nonprofit organizations throughout the region to have the opportunity to participate in this subcommittee. And so we did hold three different meetings for this particular subcommittee, and we asked them to have an opportunity or extend an opportunity for them to either provide a presentation pertinent to regional needs, changes and services, changes in funding or to present information in the form of a fact sheet relative to regional needs in direct proportion to the broad service categories that are outlined as part of this particular block grant. The committee met, those three different times, and I'll share with you briefly the different categories this funding is pertaining to and so those are the Department of Child Safety, the Division of Aging and Adult Services, Rehabilitation Services Administration, Workforce Development Administration. Through the committee, no fact sheets were presented. However, Pima Council on Aging did provide a presentation pertinent to regional needs that pertain to those particular broad service categories. The committee was reminded that presentations or any information provided should not advocate for any particular one target group, and that their information should only present facts or data regarding demographics and needs and offer a very regional perspective. The committee discussed the local issues and trends to determine the local priorities and in making the funding recommendations for service categories, not specific agencies. It does not review any applications, reports or have input into the state process once the plan is approved. It did go through a public comment period of 10 days. We did not receive any comments from the public during that time. So at this point we're asking for you to approve the recommendations for this particular funding, unless you have some additional questions for me at this time.

Mayor Romero: Mr. Chair, I'd like to move item 10.

Mayor Murphy: I'll second that.

Supervisor Scott: Any discussion? I just had a question —

Mayor Winfield: It's item 9.

Mayor Romero: Item 9, I'm sorry. I move item 9.

Supervisor Scott: Thank you, I didn't even catch that. All right, I just had a question, if you could follow up with County staff, we were not sure who our representative to the Social Services Planning Committee was because when we discussed this item leading into the meeting, the last person that we knew representing the County on that committee had passed away and we don't know that gentleman had been replaced, so if you could just follow up with County staff about that.

Genine Sullivan: Absolutely, I would definitely do that. Thank you.

Supervisor Scott: Thank you. Yes ma'am.

Mayor Romero: I just had some comments. Thank you so much for the presentation. Thank you for explaining to us thoroughly how the committee of PAG was involved in all of the process and the amount of meetings that you all had and that it was open to the public for input. That's exactly the process that we should be following for carbon reduction. Saying that, thank you so much to our partners at Arizona Department of Economic Security. This is really related to something that both Pima County and the City of Tucson passed. The Prosperity initiative is very connected to the work that is being done, and so increasing access to early childcare and education, improving housing stability, reducing unintended pregnancies, prioritizing transportation options to connect disadvantaged communities to jobs and resources, preventing and reducing crime, all highly

connected to the Prosperity initiative that both Pima County and the City of Tucson have passed and are working on to create more prosperity in our region. So just wanted to commend you for this work and wonderfully done.

Genine Sullivan: Thank you, appreciate it. Thank you for your time.

Supervisor Scott: Any other comments or questions on item 9? All those in favor say aye.

All: Aye.

Supervisor Scott: Any opposed? Item passes unanimously. Now we're on item 10. Staff will provide details on TIP Amendment #2022.100 as provided in the meeting materials. Mr. Ledford.

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

[Item 10 Video Link](#)

Adam Ledford: Thank you, Mr. Chair, Members of the Council, thanks for your time today. My name is Adam Ledford. I'm a Senior Policy and Program Analyst here at PAG. This formal amendment consists of programming changes for 13 TIP ID's pertaining to regional transit service in the year fiscal year 24. These changes reflect updates to a formula funding amount for three FTA grants, 5307, 5337 and 5339 as well as STBG flexible funds. The Transit Working Group, TPC and Management Committees have all recommended this amendment for approval by unanimous consent, and today we are here to answer any questions for the Council and to ask for approval.

Mayor Romero: Mr. Chair, I'd like to move item 10.

Supervisor Scott: I'll second it. Any discussion. All those in favor of item 10 say aye.

All: Aye.

Supervisor Scott: Any opposed? Item passes unanimously. Thank you. Now we'll go on to item number 11. Staff will be able to provide any updates on the PAG Transportation Improvement program development process and the draft fiscal year 2025 to 2029 TIP project lists. This is an information item, Mr. Brown.

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

[Item 11 Video Link](#)

Jamie Brown: Thank you, Mr. Chair and Members of the Regional Council. I appreciate the opportunity to provide this update to you. We're over a year and a half into a process that normally takes about 9 to 10 months, so I think it's helpful as we get to the end of this process to remind ourselves how we got to where we are. So, as you all recall, the Transportation Improvement Program is a prioritized listing or program of transportation projects that's developed and formally adopted by the Metropolitan Planning Organization. The PAG TIP covers five years and is updated at least every four years as federally required. It also aligns with the Long-Range Transportation Plan, or Regional Mobility and Accessibility Plan. The TIP is multimodal, it includes roadway, bicycle, pedestrian, transit, aviation and other projects, and it's fiscally constrained. It does not program more funds than it can be reasonably expected each year from each funding source. So I wanted to highlight some of the key points during the process. Going back all the way to the fall of 2022 and that's really when this process started, August of 2022, and these are some of the points we were sharing with our committees from TPC,

Management, Regional Council, because this process has been unique and the first full point really is the key reason why this is the first TIP that includes program years beyond the sunset of the current RTA plan. So, in previous TIP cycles we used the IGAs as well as the RTA plan funding targets to guide the programming of dollars on RTA projects from the Administrative Code. But now that we have all the RTA Board approved IGAs, Administrative Code targets have been met, supplemental funding projects would be provided on a case-by-case basis as funding is identified. So, programming of regional funds, that is like the state HURF as well as the federal STBG, would take place during the TIP development cycle, and the RTA supplemental funds would be programmed at the Board's sole discretion through the RTA's budgeting process. We also emphasized over those months that there's less flexibility simply to roll over or park funds on projects. This is regardless of whether they are being actively managed and moving to construction. And then finally, we said that until a new TIP is adopted, we could amend the current TIP as needed. So then in March, there was a discussion at the Regional Council about how to move forward. We're going to push through to try to have the TIP approved and in May of 2023, the decision was, because we have four years to update the TIP, that we would have an extension and instead of just looking out to FY 20/26, we would also look out beyond 2026 to fiscal years 27/28 and also to 2029 which is where we ended up with this particular TIP, and we would start that process by looking first at the federal funding. And so, we asked our Member agencies if they had any projects that could be federalized, followed by looking at how we could program regional HURF dollars. And then we emphasized in the process that again the RTA Board will program supplemental RTA excise tax on projects that are construction ready on a pay-as-you-go basis. So, in addition to emphasizing the construction readiness component, we also emphasized statutory compliance. So, we shared the text that you see on your screen with our committees with just over two years left before the 2006 voter-approved RTA excise tax revenue collections conclude, it is the statutory duty of the RTA to ensure that any remaining projects which have not yet initiated a project phase commence construction of the phase before July 1, 2026. Projects

that have either initiated a phase or completed previous phases would proceed with the remaining phase or phases beyond June 2026, utilizing any regional funds available. So, it's important again to emphasize what was guiding that prioritization process for programming. So based on that guidance and the compliance requirements, the following projects that you see on your screen are consistent with the voter approved plan and took precedence. We also reminded committees that RTA-deferred projects are scope change projects and require voter approval as previously determined by the RTA Board. So, this is trying to catch you up in terms of some of the unique characteristics of this development process. Here's the schedule, we're getting very close to the finish line. I'll talk about a few of these in later slides, but the bottom slot, the bottom bullet, May 2024. So at the May 30 Regional Council meeting, we will convene a public hearing on the TIP and ask for approval by the Regional Council. So, in your packet you see that there's the draft project list, and as mentioned previously, it's a compilation of several project lists that go through different processes. So, for example, the RTA Roadway Element project list was developed with the TIP Subcommittee. The transit project list was developed with the Transit Working Group input and this five-year draft project list does program projected regional HURF as well as STBG funds through fiscal years 2029 to help deliver RTA projects in the 2006 RTA plan. It's important to note that at the March 20 TPC meeting that the TPC did recommend approval of the draft project list. I'm also pleased to report that we had successful public engagement so far with our TIP open houses that occurred 2 weeks ago. We on three different days, we had three different TIP open houses that provided the opportunity for the public to ask questions, learn more about the TIP process and provide feedback on the draft project list and maps. So, we promoted this through a variety of media outlets and channels. Again, these were held at three different locations, and you all had a virtual component and we had 52 attendees. We provided a summary of the comments that we received from the open houses to the TPC on March 28 and want to say special thanks to our member agency representatives who attended and answered questions and interacted with members of the public. So, in terms

of next steps, we did share the preliminary draft FY 2025–FY 2029 TIP document with the Transportation Planning Committee, the Management Committee on March 28. So we are requesting comments by next week on April 9. Based on that feedback, we will update the draft TIP and share that with the TPC prior to the April 17 meeting, at which time we will be requesting TPC recommendation for approval of that updated draft TIP document, and then shortly thereafter we will commence the 30-day public comment period on the draft FY '25 through '29 TIP. And with that, Mr. Chair, that concludes my update. Happy to answer your questions. Thank you.

Supervisor Scott: Mr. Brown, thank you very much. Mayor Murphy.

Mayor Murphy: Just a quick question. Being that some of them are started, maybe it's for Thomas as well. Since it's a voter-approved initiative, what happens when if a municipality doesn't start a voter-approved project by the time the clock runs out, does that fall back on PAG or fall back on the municipality? Just legally, how does that actually work?

Thomas Benavidez: Mr. Chairman, if I may. You know, it depends. If there's an IGA in place and it's supposed to be done, then you know you could have a legal cause of action. Like, hey, you're not doing the project you're supposed to. We have a contract for it. You could have a member of the public bring a lawsuit against the RTA because you have the public mandate and the legal responsibility, so they're not meeting up to it, so it could result in —

Mayor Murphy: I was thinking of from my school board days. You know, a voter-approved initiative is one of the highest priorities or the highest priority and if you don't do what you say you're going to do, what happens again as we get closer to the finish line? Thanks.

Supervisor Scott: Thank you, Mayor Murphy. Any other questions for Mr. Brown? Mayor Honea.

Mayor Honea: Maybe have clarity for Thomas. RTA project is approved. It's not completed. Are you saying PAG could be on the hook for the completion of that project? We're two completely different organizations.

Thomas Benavidez: Sorry, I thought I was saying RTA. It's the RTA's mandate.

Mayor Honea: Well, if the RTA ceases to exist and ceases to collect money, where are you going to get the money?

Thomas Benavidez: I understand there's a problem with the litigation like that, but the courts can, they can issue a writ of mandamus that orders you to do something. But if there's no money, I mean you can't get a contractor to work for free. So there's, you know, there's nothing you can do, and the court would have to take that into consideration. You know, you'd have to say, hey, you know, we'd love to build this project, there's just no money.

Mayor Honea: But there's no obligation for PAG on that if it's an RTA project.

Thomas Benavidez: I would say no.

Mayor Honea: Thank you.

Supervisor Scott: Thank you, Mayor Honea. Any other questions for Mr. Brown or Mr. Benavidez? All right. Thank you, Mr. Brown.

Jamie Brown: Thank you.

Supervisor Scott: OK, we're going to move on to item 12, which is Regional Mobility and Accessibility Plan Development Update.

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

[Item 12 Video Link](#)

Jeanette DeRenne: Mr. Chairman, Members of Regional Council, Jeanette DeRenne, Transportation Planning Director here at PAG. Just some quick updates on the development of the 2055 Regional Mobility and Accessibility Plan, our long-range plan for the region. As I had updated this group in the past few meetings, we did set up a working group and that group has met three times, once in November, the second meeting was held January 16, the third meeting was held February 29 and then we have our next meeting scheduled for next week on the 8th. Discussion has focused mainly on evaluating the performance measures and providing guidance on the performance targets as well as discussing the project list. PAG staff has discussed possible recommendations to that project list, with the committee members, and we're starting to form the foundation of projects that have received funding or have some committed funding already available that we'll need to definitely keep on that list. We can continue to work one-on-one with our jurisdictions as well as we can refine that list as we create materials for our next meetings. We do plan on incorporating all the work that's done in the RTA Next effort, so we're anxiously waiting to see where that goes, and we'll get that incorporated and folded into the long-range plan. Once again, we're working on updating the fiscal constraint and the financial components of that plan, and it does look like we're holding around that \$16.2 billion fiscal constraint number. Our data science team, Dr. Noh, and his group are continuing to work on the land use model and development of the ABM. All of that, of course, has been brought to the committee as well and we continue to work on the project explorer. Everything is up and running there and our jurisdiction partners have access to all the data

that's being updated as we move forward. That's all I have this month, if you have any questions, I'm happy to answer them.

Supervisor Scott: Mayor Romero.

Mayor Romero: What type of outreach are we going to do on the RMAP?

Jeanette DeRenne: Yeah, it's a very good question. Mayor Romero, Members of the Regional Council. We are doing some outreach in conjunction with the TIP open houses that we had last week. We did some outreach to the folks that participated in that. We're also going to be piggybacking a lot on the RTA Next outreach as that moves forward, recognizing that RTA obviously is a big component of our long-range planning, but it is an opportunity to capture an audience as they're already brought together. So, we're looking for more and more of those opportunities and also as well as when we develop our active transportation plan, we're going to put in some outreach there. And so, all those projects kind of fold into the RMAP. So we're going to take advantage of opportunities where we have people together and make best use of this time.

Mayor Romero: What are the, what's the timeline?

Jeanette DeRenne: We're hoping to have it, ideally in the first quarter of next year.

Supervisor Scott: Following up on Mayor Romero's question, County staff informed me going into this meeting that in both 2016 and 2020 we had what was known as a think tank exercise to get public input on various transportation priorities, are we looking at doing something similar to that moving forward? Mr. Moghimi.

Farhad Moghimi: I'll start with that if you don't mind. So, I believe what you're referring to is, it was more the stakeholder type of feedback on certain elements that was being proposed. So, it was more of like, I would call it maybe stakeholder meetings, would that be the best way to describe it? Stakeholder meetings. But we did use laptops to collect the information which we actually these days we have really good technology we're using, which is using your cell phones to respond to certain questions and then collect the data, analyze the data. So that the think tank concept was, at the time, was not as highly technical as we'd like to think it was, but it's much more technical these days.

Supervisor Scott: And we're looking at something along those lines in terms of public outreach and input?

Farhad Moghimi: Definitely, stakeholder meetings and obtaining feedback and collecting all that and then reporting back on all the information.

Supervisor Scott: Thank you, Mr. Moghimi. Anything to add Ms. DeRenne? Mayor Romero.

Mayor Romero: You have listed a couple of committees here, I think it's the model development, PopTech Committee and the working group committee —

Jeanette DeRenne: Yes.

Mayor Romero: Is the other project list development is just part of the work that you still have to do?

Jeanette DeRenne: That's part of the work we're doing in that working group as well as with the TPC.

Mayor Romero: OK. All right, yeah, I agree that it would be wonderful to be able to have specific stakeholder groups involved in this. What are the other areas of input that either the Board or the jurisdictions individually can give input in the process?

Jeanette DeRenne: Well, there are several. I mean mainly the project list of course. And so there will be opportunities, you know, for folks to chime in as we develop more the performance measures. We plan on bringing some of that through those groups as well. So just depends on which piece is who we're going to bring it through, but our working group is our main sort of touch point, if you will. And then as components come through, they'll be brought up through our Management Committee and then ultimately through this Committee.

Supervisor Scott: Any other questions, comments?

Farhad Moghimi: If I may add to this.

Supervisor Scott: Please, Mr. Moghimi.

Farhad Moghimi: Thank you for addressing the RTA Next discussion. So just keep that at the forefront of your mind that a good portion of RMAP is RTA Next. So we'll probably have that discussion at a later time, but scheduling of RTA Next finalized plan would impact the schedule of our RMAP as well, so we'll talk about that potentially throughout the next year.

Supervisor Scott: All right, thank you very much. OK, we have already covered item number 13. So now we're on to item number 14.

14. Executive Session

[Item 14 Video Link](#)

Supervisor Scott: Regional Council will convene an executive session pursuant to a A.R.S. 38-431.03(A)(1) to discuss Executive Director strategic goals. I'll entertain a motion to go into Executive Session.

Mayor Winfield: Move to go into Executive Session.

General Maxwell: Second.

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

All: Aye.

Supervisor Scott: Any opposed? We are in Executive Session until further notice.

Executive Session: 1:54 p.m. – 2:42 p.m.

Supervisor Scott: We are out of executive session, so we are reconvening. There is no action that the Council needs to take publicly, so I'm going to adjourn the meeting of the Regional Council, thank you.

Thomas Benavidez: We need a vote to close the Executive Session.

Supervisor Scott: Oh, I'm sorry Mr. Benavidez.

Mayor Honea: So moved.

Mayor Murphy: Second.

Supervisor Scott: All in favor?

All: Aye.

Supervisor Scott: Any opposed? Thank you, Mr. Benavidez. Now, I will adjourn our meeting.

15. Adjournment

The meeting was adjourned at 2:43 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 April 4, 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: [YouTube Video Link](#)

TIP Development Process Update and Review of the Draft Project List

Regional Council

April 4, 2024

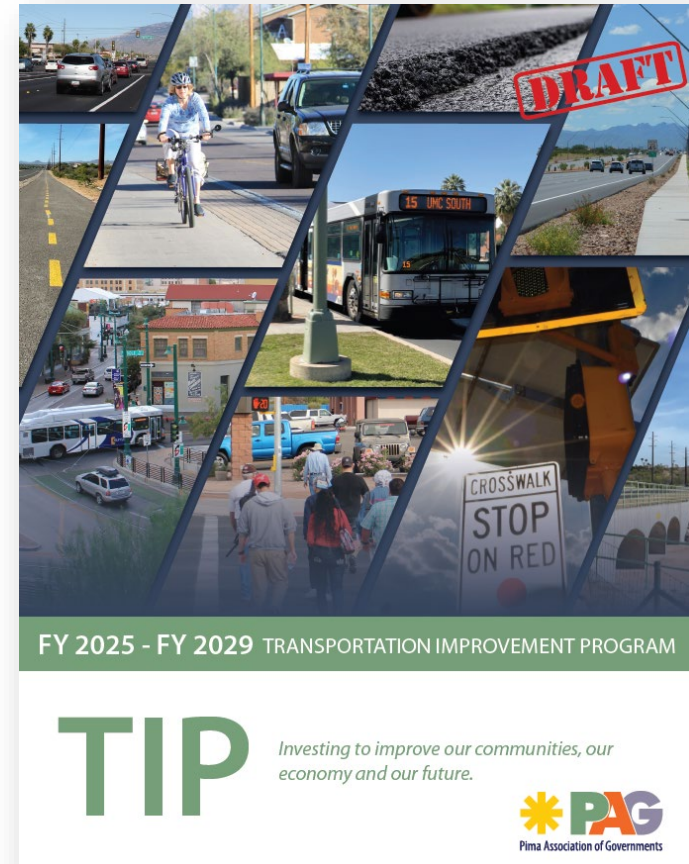
Jamie Brown | Director of Strategic Planning, Programming and
Policy



Pima Association of Governments

»» Transportation Improvement Program

- The TIP is a prioritized listing/program of transportation projects developed and formally adopted by the metropolitan planning organization.
- The PAG TIP covers a five-year period and is updated at least every four years.
- The TIP is federally required and aligns with PAG's Regional Mobility and Accessibility Plan.
- Multimodal – TIP includes roadway, bicycle, pedestrian, transit, aviation, and other projects.
- Fiscally constrained – TIP does not program more funds than can be reasonably expected each year from each funding source.



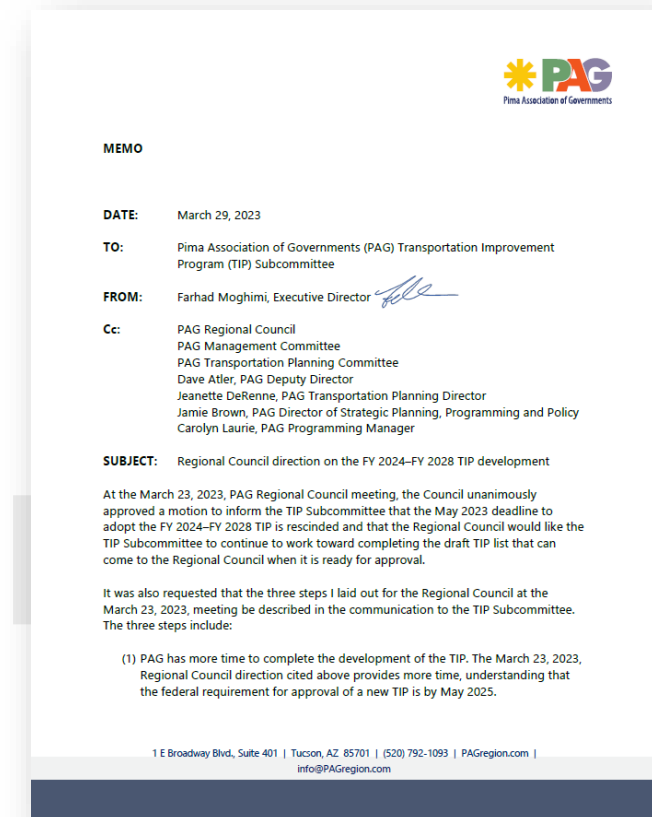
»» Key points from Fall 2022 / Winter 2023

- This is the first TIP that includes program years beyond the sunset of the current RTA plan.
- In the previous TIP development cycles, programming funds on RTA roadway element projects was guided clearly by RTA Board-approved intergovernmental agreements (IGAs) or the RTA plan funding targets based on the RTA Administrative Code.
- Now that those RTA Board-approved IGAs/Administrative Code targets have been met, supplemental funding on projects will be provided on a case-by-case basis as funding is identified. Programming of regional funds (i.e., HURF and STBG) takes place during the TIP development cycle, and the RTA supplemental funds will be programmed at the board's sole discretion through the RTA's budgeting process.
- There is less flexibility to simply rollover or "park" funds on projects regardless of whether they are being actively managed and moving to construction.
- Until the new TIP is adopted, we can continue to amend the current TIP as needed.

>> Key points from March 2023 memo

Regional Council direction as reflected in the March 2023 memo from the PAG Executive Director:

- (1) PAG has more time to complete development of the TIP, understanding that the federal requirement for approval of a new TIP is by May 2025.
- (2) Identify RTA projects that can (a) be federalized so the region's suballocation of federal STBG can be programmed beyond FY 2026, followed by (b) programming of HURF 12.6% funds on projects in those fiscal years.
- 3) Moving forward to address funding needs on RTA roadway element projects, the RTA Board will program supplemental RTA excise (sales) tax dollars on projects that are construction-ready on a pay-as-you-go basis.



»» Priorities for RTA statutory compliance

- In addition to construction-readiness, RTA statutory compliance also guided the prioritization of projects for programming.
- PAG/RTA staff shared the following guidance:

With just over two years left before the 2006 voter-approved RTA excise tax revenue collections conclude, it is the statutory duty of the RTA to ensure that any remaining projects, which have not yet initiated a project phase, commence construction of a phase before July 1, 2026.

Projects that have either initiated a phase or completed previous phase(s) may proceed with the remaining phase(s) beyond FY 2026, utilizing any regional funds available.

» Priorities for RTA statutory compliance (cont.)

As we reviewed and updated the funding priorities for FY 2024–FY 2026, **the following projects that are consistent with the voter-approved plan, therefore, took precedence:**

- RTA #15, UPRR Underpass at Grant Rd. (TIP ID 84.06)
- RTA #20, Barraza Aviation Pkwy Extension (TIP ID 87.06)
- RTA #22, Irvington Rd. Santa Cruz River east of I-19 (TIP ID 38.13)
- RTA #23, Valencia Rd: I-19 to Alvernon (TIP ID 60.06)
- RTA #25, Valencia Rd: Kolb Rd to Houghton Rd (TIP ID 59.06)
- RTA #30, 22nd St: Camino Seco to Houghton Rd (TIP ID 32.00)
- RTA #31, Harrison Rd: Irvington Rd to Golf Links

Reminder about deferred projects and local funding commitments

- RTA deferred projects are scope change projects and require voter approval as previously determined by the RTA Board.

>> 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. and March 2024:** TPC and Management Committee review of draft TIP project list
- **Mid-to-late March:** Convene TIP Open Houses
- **April 2024:** Regional Council review of full draft TIP project list
- **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

»» Draft TIP project list

- Incorporates several distinct project lists, including:
 - RTA Roadway Element projects
 - ADOT projects (does not include ADOT subprogram)
 - Transit projects
 - Tucson Airport Authority aviation projects
 - Misc. non-roadway projects, such as HSIP
- Programs projected regional HURF (state) and STBG (federal) through FY 2029 to help deliver RTA roadway projects in the 2006 RTA plan.
- Recommended for approval by the TPC on March 20.

Pima Association of Governments 2025-2029 TIP Projects

Proposed

TIPID	SponsorID	RTAD Length StateID	RTAD Length Existing/Lanes	STREET/PROJECT NAME		PROPOSED FUNDING (IN THOUSANDS OF DOLLARS)						
				PROJECT DESCRIPTION		FISCAL YEAR						
				FedID	After/Lanes	AO STATUS	TOTAL COST	2025	2026	2027	2028	2029
32.00		30			22nd St; Camino Seco to Houghton Rd			644 HURF12R C	1115 HURF12R C	17251 HURF12R C		
		2.0			Camino Seco to Houghton Rd			531 RTA C	1000 TUC C			
		4			Improve 3 and 4 lane roadwv			1000 TUC C				
		4			AO STATUS = Conforms	Total Cost = 3c541						

Pima Association of Governments 2025-2029 TIP Projects

Proposed

TIPID	SponsorID	RTAD Length StateID	RTAD Length Existing/Lanes	STREET/PROJECT NAME		PROPOSED FUNDING (IN THOUSANDS OF DOLLARS)						
				PROJECT DESCRIPTION		FISCAL YEAR						
				FedID	After/Lanes	AO STATUS	TOTAL COST	2025	2026	2027	2028	2029
87.06		20			Barraza Aviation Pkwy Extension			9752 NHPP R	9434 NHPP D			
		2.5			I-10 Widening Fresno SR210 connection to I-10			471 NHPP R	17213 NHPP R			
		4			Avenion Way to Valencia Rd			565 STMatch R	565 STMatch R			
		6			I-10 Avenion Way to Valencia Rd			263 STMatch D	1033 STMatch R			
		4			AO STATUS = Conforms	Total Cost = 258z59		4263 HURF26 R				
The sponsor of this project is: ADOT												
7.23					I-10 6th Ave TI Bridge Widening					2063 NHPP D	23655 NHPP C	
		6			I-10: 6th Ave TI Bridge Widening					124 STMatch D	1415 STMatch C	
		8			Desian. ROW and construction of bridge					943 NHPP R	57 STMatch R	
		6			AO STATUS = Conforms	Total Cost = 28187						
The sponsor of this project is: ADOT												
9.23					I-10: Countrv Club Rd & Kino Interchan			6586 HURF26 C	62521 NHPP C	21277 NHPP C		
		1.0			Traffic Interchanges at Countrv Club R			3394 PLocal C	3751 STMatch C	1277 STMatch C		
F0548		4			I-10: Park Ave TI Ramp Reconstruction			61649 NHPP C	44023 NFP C			
		6			Desian. ROW & reconstruction of Tls & I-10 to			4866 NHPP C	2641 STMatch C			
		4			AO STATUS = Conforms	Total Cost = 500000		41108 NFP C				
		6			AO STATUS = Conforms	Total Cost = 500000		2467 STMatch C				
The sponsor of this project is: ADOT												
6.23					I-10: Park Ave TI Ramp Reconstruction					4844 NHPP D	54717 NHPP C	
		1.4			I-10: Park Ave and ito					4717 NHPP R	3283 STMatch C	
		1			Desian. ROW and reconstruction of ramps					297 STMatch D		
		1			AO STATUS = Conforms	Total Cost = 68241				283 STMatch R		
The sponsor of this project is: ADOT												
38.13		22 a			I-19: Irvington TI			30200 NHPP C	44328 NHPP C			
					I-19 at Irvinaton Road			1812 STMatch C	2690 STMatch C			
					Traffic Interchange at Irvinaton Rd.							
					AO STATUS = Conforms	Total Cost = 91453						
The sponsor of this project is: ADOT												
8.23					I-19: Valencia Rd to I-10			3033 NHPP D	4717 NHPP D	103372 NHPP C	95005 NHPP C	12001 NHPP C
		3.9			I-19: Valencia Rd to I-10			182 STMatch D	283 STMatch D	6202 STMatch C	5700 STMatch C	720 STMatch C
		4			Phase 3 of I-19 Widening project				943 NHPP R			
		6			AO STATUS = Conforms	Total Cost = 232215			57 STMatch R			
The sponsor of this project is: ADOT												

Pima Association of Governments 2025-2029

Projects with empty funding boxes in all five fiscal years have been identified as having potential carry forward funding from FY 2024

A-1-1

Appendix 1 - TIP Development

»» TIP Open Houses - March 19, 20, 21

- Opportunity for the public to ask questions and to provide feedback on the draft project list and maps.
- Promoted through a variety of media outlets and channels. Three locations, including a virtual option; 52 attendees.
- Summary of TIP Open House comment forms shared with the TPC on March 28.
- Special thanks to member agency representatives who attended.



Public Input
Transportation
Open Houses

Tuesday, March 19, 2024 • 3 - 5 p.m.  
Wednesday, March 20, 2024 • 4 - 6 p.m. 
Thursday, March 21, 2024 • 11 a.m. - 1 p.m. 

REGISTER
for virtual event



Buscando la opinión

Jornadas de puertas abiertas sobre transporte

Aprende cómo se programarán sus dólares de transporte durante los próximos cinco años para carreteras, tránsito, seguridad, intercambios interestatales, instalaciones para bicicletas y peatones, y más.

La Asociación de Gobiernos de Pima (PAG), la organización de planificación de la región metropolitana de Tucson, lo invita a unirse con nosotros para las presentaciones de puertas abiertas y la oportunidad de revisar y comentar sobre el borrador del Programa de Mejora del Transporte (TIP) de PAG para los años fiscales 2025-2029.

Las reuniones con el TIP presentarán los planes fiscales 2025-2029 y se publicarán en el sitio web de PAGregion.com al menos 24 horas antes de la primera jornada de puertas abiertas.

Martes, 19 de marzo, 2024 | 3 - 5 p.m.
EN PERSONA: Pima Association of Governments • 1 E. Broadway, Suite 401 (A lo largo de la ruta del autobús/tranvía)
VIRTUAL: Regístrate en PAGregion.com/TIP

Miércoles, 20 de marzo, 2024 | 4 - 6 p.m.
EN PERSONA: Abrams Public Health Center • 3950 S. Country Club Road

Jueves, 21 de marzo, 2024 | 11 a.m. - 1 p.m.
EN PERSONA: Wheeler Taft Abbott Sr. Library • 7800 N. Schisler Drive, Marana

PAG
Pima Association of Governments

>> Next steps

- Shared preliminary draft FY 2025–FY 2029 TIP document with the TPC, copying the Management Committee on March 28, requesting comments by April 9.
- Updated draft TIP will be prepared and shared with the TPC prior to the April 17 meeting.
- Requesting TPC recommendation for approval of the updated draft TIP at that meeting.
- 30-day Public Comment Period anticipated to begin on April 19.





Questions?



Pima Association of Governments

Communication #3809

**SUBJECT: Public Hearing and Review of the Proposed PAG FY 2024-2029
Transportation Improvement Program (TIP)**

Meeting	Meeting Date	Agenda Category	Agenda Item #
Regional Council	May 30, 2024	Discussion Action	5

REQUESTED ACTION/SUGGESTED MOTION

Following a public hearing, the Regional Council will be asked to discuss at a later meeting to approve the FY 2025–FY 2029 Transportation Improvement Program (TIP) when the air quality conformity requirements are addressed as requested by the Environmental Protection Agency.

ASSOCIATED OWP WORK ELEMENT/GOAL

Work Element 40, Transportation Activities

SUMMARY

Pima Association of Governments (PAG), as the region’s metropolitan planning organization and required by federal law, prepares a five-year schedule and programming budget of proposed transportation improvements within Pima County. The Transportation Improvement Program (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 maps from the draft PAG FY 2025–FY 2029 TIP were presented to the public for review and comment at three TIP Open House events in March. The projects in the draft TIP were modeled for Title VI conformity and for air quality conformity, with the results of the air quality conformity analysis shared with agency partners through an interagency consultation memo.

The final draft TIP was made available for public review during a 30-day comment period that began on April 19 and ended on May 19. Comments from the 30-day public

comment period and public open houses and PAG staff responses are included with this memo. A list of changes to the draft TIP is also attached.

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

PRIOR BOARD AND/OR COMMITTEE ACTION

- On May 8, 2024, the Management Committee recommended approval of the FY 2025-FY 2029 TIP.
- On April 17, 2024, the TPC recommended approval of the draft FY 2025-FY 2029 TIP noting that funding for RTA projects is not fully programmed in the draft TIP.
- On April 4, 2024, an update was provided to the Regional Council with the draft TIP project list included.
- 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) planning items separate from the TIP project list.
- On March 6, 2024, the TPC discussed the draft FY 2025–FY 2029 project list, requesting that a recommendation be provided on whether to include PAG OWP planning 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.
- Additionally 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

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. Also, similar to cost estimates, revenue estimates, which were developed around the same time frame as cost estimates, are also a one-time snapshot and must remain constant for financial constraint analysis during the final phases of TIP development.

The Regional Transportation Authority (RTA), a political subdivision and taxing district, was established independently from Pima Association of Governments and operates under specific state statutes for allocating RTA funds. Supplemental RTA funds are not included in the draft Transportation Improvement Program (TIP) as they must adhere strictly to RTA's statutory obligations and Intergovernmental Agreements (IGAs), subject to allocation during the annual RTA budgeting process at the sole discretion of the RTA Board.

Amendments to the TIP will be issued following formal allocation of supplemental RTA funds by the RTA.

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.
- On March 27, 2024, an interagency consultation memo was shared describing the air quality conformity analysis and interim emissions test results for the draft FY 2025–FY 2029 PAG TIP.
- On Feb. 9, 2024, an interagency consultation memo was shared describing proposed procedures for regional emissions analysis and regionally significant projects for the draft FY 2025–FY 2029 PAG TIP.
- The Regional Transportation Authority (RTA) is legally bound to strictly adhere to the parameters established in the voter-approved plan and budget, which include the specific scope and schedule of corridor projects described on the voter publicity pamphlet and ballot.
- RTA projects must commence construction within the designated 5-year period specified on the voter materials to maintain compliance and eligibility for RTA funding. A.R.S. 48-5314 (A)(1); 48-5307(E); 48-5308(C). At this time, seven RTA projects must meet construction start date compliance under state law. PAG's Transportation Improvement Program (TIP) Subcommittee, Transportation Planning Committee (TPC) and Management Committee, during RTA roadway project programming discussions during the TIP development process, acknowledged this legal requirement and recommended a plan that prioritizes and fully funds these

seven projects to start construction prior to July 2026.

For example, committee meeting presentation slides from November 2023 describe the requirement for statutory compliance, stating: “It is the statutory duty of the RTA to ensure that any remaining projects, which have not yet initiated a project phase, commence construction of a phase before July 1, 2026.” Affected projects were listed on the slide and identified separately in the worksheet that the TIP Subcommittee used to make project funding recommendations. That worksheet was endorsed by the TIP Subcommittee at the Dec. 20, 2023, meeting and was included in the Jan. 17, 2024, Management Committee meeting packet.

ATTACHED ADDITIONAL BACKUP INFORMATION

- The Final Draft FY 2025–FY 2029 Transportation Improvement Program (TIP) is available at: [FY-2025-FY-2029-Draft-TIP-Document-2024-05-23.pdf](#)
- Compilation of TIP public comments
- List of changes to the draft FY 2025-FY2029 TIP
- Air quality conformity memo

<p>Staff Contact/Phone</p>	<p>Farhad Moghimi, (520) 792-1093, ext. 4420 Dave Atler, (520) 792-1093, ext. 1443 Jamie Brown, (520) 792-1093, ext. 4473 James Towe, (520) 792-1093, ext. 4471 David Zynda, (520) 792-1093, ext. 4480 Adam Ledford, (520) 792-1093, ext. 4434</p>
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DRAFT FY 2025–FY 2029 TRANSPORTATION IMPROVEMENT PROGRAM

PUBLIC COMMENTS AND RESPONSES

The transportation projects and services included in Pima Association of Governments' (PAG's) 5-year Transportation Improvement Program are determined through an extensive and open PAG committee process. The process considers transportation priorities as submitted and identified by local jurisdictions and/or projects that are required to be included in the TIP based on voter-approved transportation improvements, such as those projects identified in the Regional Transportation Authority plan approved by Pima County voters in 2006. Projects in the TIP are funded using a complex process that complies with federal and state laws which dictate how funds can be spent for each project in the TIP. PAG and the RTA are required to meet all state and federal laws and regulations, which supersede the interests of all other parties involved in the process. PAG and RTA committees work diligently to develop the TIP based on meeting the wishes of member jurisdictions while also fully complying with state and federal laws and regulations.

As a final step in developing the fiscal year FY 2025–FY 2029 Transportation Improvement Program (TIP), PAG posted a complete draft of the program online for a 30-day public comment period beginning Friday, April 19, 2024, to Sunday, May 19, 2024. During this public comment period, PAG received 14 comments on the draft FY 2025–FY 2029 TIP via the public comment form at [PAGregion.com](https://pagregion.com) or via email (e.g., publiccomment@PAGregion.com or info@pagregion.com). The full comments with responses are included in the table below.

PAG completed extensive public outreach during the development of the FY 2025–FY 2029 Transportation improvement Program. In fiscal year 2024, 17 publicly noticed committee meetings were held before the draft FY 2025–FY 2029 TIP was posted for Public Comment. PAG held three open houses, with a presentation offered during each open house. These were conducted and publicly noticed as described in the public participation chapter of the TIP and as will be shown in Appendix 4. PAG held the first open house on March 19, 2024, with options to attend virtually or in-person. The other two were held on March 20 and 21, 2024. Approximately 52 people attended the open houses. For the TIP open houses, the draft TIP project list, draft maps, and comment forms were made available on the PAG website. The TIP Open House presentation was also posted. During all of the open houses, a Spanish translator was available. Please see the FY 2025–FY 2029 TIP for more information about the public participation process.



Figure 1: Record of Public Comments Received the 30-Day Comment Period

Name, if provided (source)	Comment	Response
Dr. Chris Lambert (public comment form, 4/22/2024)	<p>I would like to request that the Silverbell to Ina road widening project be included and expedited as part of this project. Part of the project is already completed up to Gore Rd and that is wonderful. The stretch of Silverbell between Gore Rd and Ina is rapidly deteriorating and dangerous. The segment between Sunset and Ina is particularly bad. The road bed is crumbling and full of potholes. There is no shoulder to the road, the road is narrow, and there are blind curves. People drive way too fast on this road and often tailgate each other. Drivers often drift into oncoming traffic because the road is so narrow. The road is also dangerous for the cyclists who often use it. In addition, the road has many dangerous drivers who often pass other cars illegally by going into the lane for oncoming traffic. It is a scary road to drive on. I am writing to urge that this project be a priority to complete as soon as possible.</p>	<p>Thank you for taking the time to review the draft FY 2025-FY 2029 TIP.</p> <p>The final segment of the Silverbell Rd. corridor project, from Camino del Cerro to Ina, is one of four projects that have been deferred by the RTA Board to the next RTA plan, which is currently under development. The deferral is due to a revised configuration that will be presented to voters in a new plan. The segment from Gore Rd to Camino del Cerro is actively being worked on. Design and clearance activities are being finalized and construction is targeted to begin before the end of the year.</p> <p>Your comment will be shared with representatives from the PAG member agencies.</p>
Charles Stack (public comment via email, 5/9/2024)	<p>I am a member of the Environmental Planning Advisory Committee of the PAG.</p> <p>One project that would be VERY helpful to reducing our regional carbon emissions would be to capture the landfill gas emissions from the Los Reales landfill and process this into renewable natural gas for Pima County & City of Tucson fleet vehicles, buses etc.</p> <p>This has been studied, but from what I've heard, nothing has been done. According to the Arizona Daily Star:</p> <p>A new study shows Tucson can use natural gas from a local landfill to power its buses, an approach that would allow the city to slash greenhouse gas emissions without having to buy costly electric vehicles — but officials have done little to get it done despite knowing about the option for two years. The natural gas would come from Los Reales Sustainability Campus, a landfill situated northeast of the airport where methane is currently just being burned off and released into the air. If it's instead captured and cleaned, the city could use it to fuel the 106 "compressed natural gas" buses that already represent nearly half of Tucson's fleet.</p> <p>CNG vehicles also release far fewer emissions than the city's 121 diesel buses and only cost about \$575,000, nearly 40% less than the electric buses officials have been buying in an effort to reach carbon neutrality by 2030.</p>	<p>Thank you for taking the time to review the draft FY 2025-FY 2029 TIP.</p> <p>Your comment will be shared with representatives from the PAG member agencies.</p> <p>We would encourage you to also provide this feedback on the RTA Next public comment form, at https://rtanext.com/get-involved/</p>

	<p>This would be a significant boost to cleaning up our community's air, reducing carbon emissions and reducing fossil fuel consumption.</p> <p>Thank you for considering my thoughts.</p> <p>Charles R. Stack, MPH, BCES EPAC-PAG Representative for Oro Valley</p>	
Ms. Kelly Badeau (public comment form, 5/9/2024)	<p>No roads need to be widened. If anything we need road diets, or adjustments like they did on Broadway that slow traffic through good design. Congress Street should be closed to traffic other than the streetcar Fri-Sat night. Cars can use Toole if they need to go west, or the Aviation extension. Bicycle "sharrows" are worse than useless and cause much more danger than allowing bikes to use sidewalks in most areas would. The increasing HAWK lights are excellent; in particular I use the one at 5th and Euclid and Norris and Broadway ALL the time. Armory Park 3rd Avenue at 12th Street could be converted to back in parking to expand capacity with no cost other than a little paint. Mabe some signage. No one wants to take a bus from the airport to Oro Valley. The street car should go out Broadway to at least Alvernon, and up north on Stone or Oracle to at least River. Buses should remain fare free but riders should still have to jump through the hoop of getting a free pass. The bus stations are the biggest blight on the downtown area and mall by Stone and the Loop. I'm certain Yoga Oasis closed as a result of moving their entrance to the bus station alley, where they are always, always unsavory people doing God knows what. Overall Tucson is doing a great job and I support subsidizing these things and providing services for houseless and less fortunate people but we need to be smart about how we do things.</p>	<p><i>Thank you for taking the time to review the draft FY 2025-FY 2029 TIP.</i></p> <p><i>Your comment will be shared with representatives from the PAG member agencies.</i></p> <p><i>PAG does not own, operate, or maintain infrastructure of individual jurisdictions. Therefore, it's most effective to direct your feedback on projects involving parking and signage to the specific jurisdiction in which the street or intersection is located.</i></p> <p><i>We would encourage you to also provide this feedback on the RTA Next public comment form, at https://rtanext.com/get-involved/</i></p>
Mrs. Derry Dean (public comment form, 5/9/2024)	<p>I believe the senior population will increase in coming years. Will there be more availability for them in the Sun Tran ride programs?</p>	<p><i>Thank you for taking the time to review the draft FY 2025-FY 2029 TIP.</i></p> <p><i>RTA Next, the upcoming regional transportation plan, is being developed with the knowledge that changing demographics must be addressed through regional planning efforts for the Sun Shuttle Dial-a-Ride services. If approved, it (RTA Next) will ensure continued, improved transit support for senior and disabled residents. For specifics on Sun Tran's paratransit planning efforts, please contact them directly.</i></p>
Mr. Douglas Lightsey (public	<p>PIMA COUNTY, TUCSON NEEDS TO USE THE MONEY TO FUND THE POLICE AND OTHER SERVICES. WAY TO MUCH CRIME AND HOMELESS. RATHER THEN REDO STREETS JUST PATCH POTHOLES.</p>	<p><i>Thank you for taking the time to review the draft FY 2025-FY 2029 TIP.</i></p>

comment form, 5/10/2024)	AND STARR CHARGING FOR PUBLIC TRANSIT. THIS IS HOW THE HOMELESS GETS AROUND OTHER CITIES. TUCSON NEEDS TO CLEAN UP THEIR CITY.	<p><i>PAG does not own, operate, or maintain infrastructure of individual jurisdictions. Therefore, it's most effective to direct your feedback on maintenance projects like fixing potholes to the specific jurisdiction in which the issue is located.</i></p> <p><i>Your comment will be shared with representatives from the PAG member agencies.</i></p>
Ms. Virginia Herndon (public comment form 5/10/2024)	What is most needed above and beyond modes of transportation is to improve the Roads in Tucson. The condition of our roads damage taxpayer's vehicle and makes our city appear run down and coupled with the homeless and migrant problem is a detracts from potential tourism and growth.	<p><i>Thank you for taking the time to review the draft FY 2025-FY 2029 TIP.</i></p> <p><i>PAG does not own, operate, or maintain infrastructure of individual jurisdictions.</i></p> <p><i>Your comment will be shared with representatives from the PAG member agencies.</i></p>
Mrs. Bobbie Humble (public comment form 5/10/2024)	<p>Hello. At the CAC meeting last December, \$157m was allocated for road widening on Colossal Cave Rd in Vail. What happened to those funds?</p> <p>In addition, a spokesperson from Tucson stated that Mary Ann Cleveland would be widened from the City limit to Houghton. Why was that not included in the budget?</p> <p>Thank you!</p>	<p><i>Thank you for taking the time to review the draft FY 2025-FY 2029 TIP.</i></p> <p><i>Your comment will be shared with representatives from the PAG member agencies.</i></p> <p><i>The widening of Colossal Cave Rd and Mary Ann Cleveland are projects that are being evaluated for RTA Next, and therefore do not appear in the TIP at this time.</i></p> <p><i>Development of the RTA Next plan is still underway, and we would encourage you to provide feedback on the RTA Next public comment form, at https://rtanext.com/get-involved/</i></p>
Catherine Land Evilsizor (public comment form 5/13/2024)	<p>RE: The TIP, I hope you will ensure that as many of these projects as possible include GSI planted with native vegetation. I have been watching the streets in Tucson as GSI has been added, and I really like how it is helping to address so many of the issues we contend with in the built environment- urban heat, flooding, air and water quality, providing for pollinators, birds and other wildlife as we build over more and more of their habitat. Plus, it is beautiful.</p> <p>I requested GSI planted with native vegetation, because that has the best chance for survival as the area gets hotter and drier, but also because native wildlife depends on native vegetation for survival. Also, planting native vegetation helps</p>	<p><i>Thank you for taking the time to review the draft FY 2025-FY 2029 TIP.</i></p> <p><i>Your comment will be shared with representatives from the PAG member agencies.</i></p>

	<p>ensure that invasive species like stinknet and buffleggrass have less chance to establish themselves.</p> <p>Additionally, simply leaving the ground bare creates airborne particulate matter. Simply laying down rock or gravel mulch mitigates that issue, but provides increased surface heat, which we don't need. We need more vegetation for our health, and the health of all living things in the County.</p> <p>Thank you for your consideration. Catherine Land Evilsizor</p>	
<p>Mr. Chris Egan (public comment form 5/15/2024)</p>	<p>Once again we are disappointed to see continued prioritization of widening 1st Avenue from Orange Grove to Ina Road (82.06). This 1-mile segment of 1st is not overburdened, yet it is slated for widening? This will obviously put more traffic on already overburdened Ina Road.</p> <p>The residents along Ina west of 1st, particularly from Catalina Village, have a terrible time entering onto Ina, particularly at Yucca Via, due to the continuous stream of traffic on Ina.</p> <p>An obvious alternative would be the widening of Orange Grove from 1st to Oracle instead. Widening this 1 mile stretch would encourage more traffic to use Orange Grove as an east/west route.</p> <p>It is not fair to the residents along Ina Road to continue to see increases in traffic on Ina when Orange Grove, a logical alternative, continues to be essentially a 2-lane road.</p>	<p><i>Thank you for taking the time to review the draft FY 2025-FY 2029 TIP.</i></p> <p><i>Your comment will be shared with representatives from the PAG member agencies.</i></p> <p><i>Development of the RTA Next plan is still underway, and we would encourage you to provide feedback on the RTA Next public comment form, at https://rtanext.com/get-involved/</i></p>
<p>Brad Anderson (sent via electronic mail 5/17/2024)</p>	<p>Dear Leadership and Staff at Pima Association of Governments,</p> <p>On behalf of the Greater Vail Area Chamber of Commerce, I am writing to express our strong support for the inclusion of planned and locally funded projects in the upcoming update of the FY 2025–FY 2029 Transportation Improvement Plan (TIP). The inclusion of these projects is consistent with the purpose of TIP and appropriately consistent with RMAP 2045. These are crucial for the continued growth and development of our region, and we believe this action will significantly enhance our community's infrastructure and economic vitality.</p> <p>Per Arizona statute, local jurisdictions in our region prepare a comprehensive Land Use Assessment and corresponding Infrastructure Improvement Plan (IIP) to determine development impact fees. Commercial and residential development are assessed roadway impact fees to fund public roadways. The projects highlighted through this assessment are carefully planned and have already</p>	<p><i>Thank you for taking the time to review the draft FY 2025-FY 2029 TIP.</i></p> <p><i>Federal law requires both the Regional Mobility and Accessibility Plan (RMAP) and the Transportation Improvement Program (TIP) to be fiscally constrained. This means that projected expenditures cannot exceed projected revenues. All projects must be vetted through the RMAP before they can be considered for inclusion in the TIP. Locally funded projects may be added to the TIP at any time if the project is fully funded using local funds by the sponsoring entity, ensuring they do not impact fiscal constraint and are included in the adopted RMAP.</i></p>

	<p>secured local funding from private developers. While other funding sources might contribute to these roadways, this pre-existing financial commitment from local stakeholders underscores the feasibility and readiness of these projects, ensuring they can be efficiently implemented.</p> <p>Including these impact fee eligible projects in the TIP would not place additional strain on the plan's existing financial constraints. On the contrary, their inclusion would leverage the local funds already dedicated by private developers, providing an opportunity for additional state and federal funding prospects. This strategic alignment would enhance our region's ability to attract and secure further investment, fostering a more robust and resilient infrastructure network that benefits all residents and businesses, including southeast Pima County.</p> <p>The Greater Vail Area Chamber of Commerce supports a broad regional approach to infrastructure planning and financing, with an emphasis in southeastern Pima County, a high growth area in our region and transportation infrastructure deficit.</p> <p>We urge the Pima Association of Governments to recognize the importance, jurisdictional timelines, and readiness of these impact fee funded roadway projects by including them in the Transportation Improvement Plan update. By doing so, you will be supporting a well-coordinated effort that maximizes local resources, encourages public-private partnerships, and promotes the sustainable growth and development of our region and the Greater Vail area.</p> <p>Thank you for your consideration.</p> <p>Sincerely, Brad Anderson</p>	<p><i>Both the RMAP and TIP are required to be updated every four years. In an environment where cost estimates have increased significantly since the last update, and funding is limited and committed to completing the 2006 Regional Transportation Authority (RTA) projects, maintaining fiscal constraint becomes increasingly challenging. The most significant revenue stream identified in the TIP is set to end in July 2026 unless a new RTA Next plan is passed. As a result, fiscal constraint will only tighten, and fewer projects will be included in each RMAP or TIP update cycle. The revenues shown in the TIP are confirmed revenue projections committed to the projects as shown.</i></p> <p><i>It is important to remember that both cost estimates and revenue projections are subject to change based on economic conditions or other regulatory constraints. PAG/RTA has a statutory and fiduciary responsibility to ensure that the TIP document reflects the best available financial forecasts for the region, without being influenced by any single perspective. This balanced approach aims to provide a realistic outlook while allowing for flexibility to adapt to changing circumstances by utilizing the TIP amendment process to enhance delivery of construction-ready projects.</i></p> <p><i>The selection of projects for the TIP is primarily driven by the projects and commitments in the 2006 voter-approved RTA plan. Most other non-RTA TIP projects or programs are a combination of aviation projects, non-RTA transit operations and grant-funded projects (e.g., safety projects funded with federal sources).</i></p> <p><i>In terms of impact fees, rezoning exactions and development agreement obligations, PAG does not have a role in determining how these funds are specifically programmed in the TIP by the lead agency. For the purposes of the TIP, these are all considered "local" funds and are programmed on projects at the discretion of the lead agency as they fulfill RTA commitments, meet match requirements for federal funding, or address other needs.</i></p>
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Ms. Claire Rogers (public comment form 5/17/2024)	<p>Thank you for the opportunity to comment.</p> <p>My concerns mainly regard needed improvements to the Chuck Huckleberry Loop: We need a sign on the south bank of the Rillito directing Loop users to the exit for Cactus Ave and the Treat Ave Bike Boulevard. This has become a welcome way for cyclists to complete a shorter loop. Likewise, we also need clear signage from Julian Wash to Aviation Bikeway to Treat Ave from the south side.</p> <p>Also, the "Loop" section along Rita Road is not suitable for all users and is not maintained to the standard of the rest of the trail. It is rough and frequently littered with debris and broken glass. A separate trail needs to be established there.</p> <p>Thank you.</p>	<p>Thank you for taking the time to review the draft FY 2025-FY 2029 TIP.</p> <p>PAG does not own, operate, or maintain infrastructure of individual jurisdictions. Therefore, it's most effective to direct your feedback on specific signage or maintenance projects to the specific jurisdiction in which the concern is located.</p> <p>Your comment will be shared with representatives from the PAG member agencies.</p>																																				
David Goldstein et. al. (sent via electronic mail 5/17/24)	<p>Dear Chairman Scott and Members of the PAG Regional Council:</p> <p>This letter requests the inclusion of two projects in the FY 2025-FY 2029 Transportation Improvement Program (TIP). These projects are planned regional transportation projects, consistent with the implementation of RMAP 2045 and the fiscal constraint requirements of the TIP. Old Spanish Trail and Camino Loma Alta, two southeastern Pima County projects are regionally significant with locally committed funding. Please see project details below:</p> <p>TIP ID: REQUESTED RMAP Consistent: Yes, RMAP In-Plan Project ID 100.00 PROJECT NAME: Old Spanish Trail PROJECT DESCRIPTION: Old Spanish Trail from Valencia Rd. to Rocking K Ranch Loop North Rd., design additional two lanes for four-lane roadway, bike lanes and drainage LENGTH: 2.3 miles TOTAL COST: \$1,600 (in 000's)</p> <table><tr><td>YEARLY COSTS:</td><td>2025</td><td>2026</td><td>2027</td><td>2028</td><td>2029</td></tr><tr><td>PHASE:</td><td>\$600 (S)</td><td>\$500 (D)</td><td>\$500 (D)</td><td></td><td></td></tr><tr><td>FUNDING SOURCE:</td><td>Local</td><td>Local</td><td>Local</td><td>Local</td><td>Local</td></tr></table> <p>TIP ID: REQUESTED RMAP Consistent: Yes, RMAP In-Plan Project ID 95.00 PROJECT NAME: Camino Loma Alta at Old Spanish Trail Intersection PROJECT DESCRIPTION: Traffic Signal Installation and Drainage Improvements LENGTH: N/A TOTAL COST: \$2,800 (in 000's)</p> <table><tr><td>YEARLY COSTS:</td><td>2025</td><td>2026</td><td>2027</td><td>2028</td><td>2029</td></tr><tr><td>PHASE:</td><td>\$200 (D)</td><td>\$2,600 (C)</td><td></td><td></td><td></td></tr><tr><td>FUNDING SOURCE:</td><td>Local</td><td>Local</td><td></td><td></td><td></td></tr></table>	YEARLY COSTS:	2025	2026	2027	2028	2029	PHASE:	\$600 (S)	\$500 (D)	\$500 (D)			FUNDING SOURCE:	Local	Local	Local	Local	Local	YEARLY COSTS:	2025	2026	2027	2028	2029	PHASE:	\$200 (D)	\$2,600 (C)				FUNDING SOURCE:	Local	Local				<p>Thank you for taking the time to review the draft FY 2025-FY 2029 TIP.</p> <p>Federal law requires both the Regional Mobility and Accessibility Plan (RMAP) and the Transportation Improvement Program (TIP) to be fiscally constrained. This means that projected expenditures cannot exceed projected revenues. All projects must be vetted through the RMAP before they can be considered for inclusion in the TIP. Locally funded projects may be added to the TIP at any time if the project is fully funded using local funds by the sponsoring entity, ensuring they do not impact fiscal constraint and are included in the adopted RMAP.</p> <p>Both the RMAP and TIP are required to be updated every four years. In an environment where cost estimates have increased significantly since the last update, and funding is limited and committed to completing the 2006 Regional Transportation Authority (RTA) projects, maintaining fiscal constraint becomes increasingly challenging. The most significant revenue stream identified in the TIP is set to end in July 2026 unless a new RTA Next plan is passed. As a result, fiscal constraint will only tighten, and fewer projects will be included in each RMAP or TIP update cycle. The revenues shown in the TIP are confirmed revenue projections committed to the projects as shown.</p>
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FUNDING SOURCE:	Local	Local																																				

	<p>Thank you for your consideration.</p> <p>Sincerely,</p> <p>David Goldstein, President Priscilla Storm, Vice President Robert Tucker, Vice President Diamond Ventures, Inc.</p>	<p><i>It is important to remember that both cost estimates and revenue projections are subject to change based on economic conditions or other regulatory constraints. PAG/RTA has a statutory and fiduciary responsibility to ensure that the TIP document reflects the best available financial forecasts for the region, without being influenced by any single perspective. This balanced approach aims to provide a realistic outlook while allowing for flexibility to adapt to changing circumstances by utilizing the TIP amendment process to enhance delivery of construction-ready projects.</i></p>
<p>David Godlewski (sent via electronic mail 5/18/24)</p>	<p>RE: Draft FY 2025-2029 Transportation Improvement Plan To Whom it May Concern:</p> <p>The Southern Arizona Home Builders Association (SAHBA) represents approximately 350 member businesses within the home building, home improvement and land development industry. Collectively, these member businesses employ thousands of Tucsonans who are committed to building a vibrant community with purpose and pride. Our work is essential to meeting the housing needs of our region for generations to come.</p> <p>In addition to attainable housing, quality jobs, high-performing schools and cultural amenities, vibrant communities rely on a public investment in necessary and reliable infrastructure. Planning for, and investing in, public infrastructure attracts the capital investment needed to increase housing supply and build employment centers.</p> <p>As an organization that strives to partner with government agencies on efforts that advance our infrastructure needs, we offer the following comments on the Draft FY 2025-2029 Transportation Improvement Plan.</p> <ol style="list-style-type: none"> 1. Emphasize Projects that Facilitate Economic Growth & Housing – We recommend a pro-active approach that identifies and includes road projects that foster economic growth and housing. Therefore, all projects contained within jurisdictional Infrastructure Improvement Plans should be included in the TIP. To pursue funding from other sources (i.e. public private partnerships) they require a TIP ID#. Further, as IIPs are updated, the RMAP should be updated accordingly. We have made our best efforts to consolidate the IIP projects in the attached document. 2. Annual Update – As a region we are facing a significant housing supply shortage. This puts pressure on home prices and makes it harder for residents to afford a home. While we recognize COVID and other factors 	<p><i>Thank you for taking the time to review the draft FY 2025-FY 2029 TIP.</i></p> <p><i>Your comment will be shared with representatives from the PAG member agencies.</i></p> <p><i>Federal law requires both the Regional Mobility and Accessibility Plan (RMAP) and the Transportation Improvement Program (TIP) to be fiscally constrained. This means that projected expenditures cannot exceed projected revenues. All projects must be vetted through the RMAP before they can be considered for inclusion in the TIP. Locally funded projects may be added to the TIP at any time if the project is fully funded using local funds by the sponsoring entity, ensuring they do not impact fiscal constraint and are included in the adopted RMAP.</i></p> <p><i>Both the RMAP and TIP are required to be updated every four years. In an environment where cost estimates have increased significantly since the last update, and funding is limited and committed to completing the 2006 Regional Transportation Authority (RTA) projects, maintaining fiscal constraint becomes increasingly challenging. The most significant revenue stream identified in the TIP is set to end in July 2026 unless a new RTA Next plan is passed. As a result, fiscal constraint will only tighten, and fewer projects will be included in each RMAP or TIP update cycle. The revenues shown in the TIP are confirmed revenue projections committed to the projects as shown.</i></p>

	<p>made it difficult to maintain an annual review of the TIP, we ask that to again be the norm.</p> <p>3. Carry Over & Reconciliation – At least on the surface, it is challenging to track the proposed annual funding, and projects, from the 2022-2026 TIP and the 2025-2029 TIP. There may be different amounts of proposed funding for a particular year from one plan to the other. Why is this? What changed? Does this extend the amount of time it will take to complete the project, or will the project be completed sooner? It is also hard to tell if the proposed funding in the out years was secured as had been proposed. Did all the money come in as anticipated or not? Specifically, how do we know if all the proposed funding for 2024 was secured? What projects have rolled off the list and are they completed? Perhaps this is an oversight on our part, but additional clarity would be appreciated.</p> <p>In conclusion, we appreciate the efforts of PAG and the RTA to plan transportation projects for our region while also identifying and securing funding. This is a very important, complex and technical process. It is our intent to be a productive contributor and look forward to helping advance the infrastructure investment necessary for a vibrant community.</p> <p>Thank you for considering our input. We look forward to additional discussion and are available to provide context or clarity on our suggestions.</p> <p>Sincerely, David Godlewski President & CEO SAHBA</p>	<p><i>It is important to remember that both cost estimates and revenue projections are subject to change based on economic conditions or other regulatory constraints. PAG/RTA has a statutory and fiduciary responsibility to ensure that the TIP document reflects the best available financial forecasts for the region, without being influenced by any single perspective. This balanced approach aims to provide a realistic outlook while allowing for flexibility to adapt to changing circumstances by utilizing the TIP amendment process to enhance delivery of construction-ready projects.</i></p>
<p>Michael Guymon (letter sent via electronic mail 5/19/24)</p>	<p>RE: Draft FY 2025-2029 Transportation Improvement Program (TIP)</p> <p>The Tucson Metro Chamber is the region’s voice of business, representing over 1,400 businesses of diverse sizes and industry. As an organization committed to advocating for and shaping the enabling conditions for economic vitality, we place great priority on transportation design and infrastructure as a necessary ingredient for economic growth and a prosperous Greater Tucson.</p> <p>Within the fiscal limitations of shaping the FY 2025-2029 TIP within the Regional Mobility and Accessibility Plan (RMAP), we cordially request attention be given to the following:</p> <p>1. The TIP is reviewed biennially, though at one point it was reviewed annually. For relevance and timeliness, we encourage a return to annual review. This could also help accelerate and clarify TIP amendments.</p>	<p><i>Thank you for taking the time to review the draft FY 2025-2029 TIP.</i></p> <p><i>Your comment will be shared with representatives from the PAG member agencies.</i></p> <p><i>Federal law requires both the Regional Mobility and Accessibility Plan (RMAP) and the Transportation Improvement Program (TIP) to be fiscally constrained. This means that projected expenditures cannot exceed projected revenues. All projects must be vetted through the RMAP before they can be considered for inclusion in the TIP. Locally funded projects may be added to the TIP at any time if the project is fully funded using local funds</i></p>

	<p>2. Partner organizations in the region have shared with us that, when they have pursued public-private partnerships (PPP) to help fund key local infrastructure projects, TIP IDs have been required. But, when IDs have not been assigned those projects through TIP reviews and updates, that has hampered their ability to do so. To remedy this, and to create as many opportunities as possible for as many projects as possible to be funded to fruition, we would like to encourage and explore with PAG the ability for as many projects within jurisdictions' IIPs as possible to be included in the RMAP and TIP, within financial constraints.</p> <p>As an organization committed to regional economic development and growth, we are grateful for all the work of the PAG staff and partner jurisdictions to develop the TIP; please continue to see us as a resource and collaborator in efforts going forward!</p> <p>Sincerely,</p> <p>Michael Guymon President & CEO Tucson Metro Chamber</p>	<p><i>by the sponsoring entity, ensuring they do not impact fiscal constraint and are included in the adopted RMAP.</i></p> <p><i>Both the RMAP and TIP are required to be updated every four years. In an environment where cost estimates have increased significantly since the last update, and funding is limited and committed to completing the 2006 Regional Transportation Authority (RTA) projects, maintaining fiscal constraint becomes increasingly challenging. The most significant revenue stream identified in the TIP is set to end in July 2026 unless a new RTA Next plan is passed. As a result, fiscal constraint will only tighten, and fewer projects will be included in each RMAP or TIP update cycle. The revenues shown in the TIP are confirmed revenue projections committed to the projects as shown.</i></p> <p><i>It is important to remember that both cost estimates and revenue projections are subject to change based on economic conditions or other regulatory constraints. PAG/RTA has a statutory and fiduciary responsibility to ensure that the TIP document reflects the best available financial forecasts for the region, without being influenced by any single perspective. This balanced approach aims to provide a realistic outlook while allowing for flexibility to adapt to changing circumstances by utilizing the TIP amendment process to enhance delivery of construction-ready projects.</i></p>
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Draft FY 2025–FY 2029 PAG Transportation Improvement Program (TIP)

List of Revisions and Corrections May 22, 2024

The table below lists the revisions and corrections to the TIP document that were made after the 30-day public comment period. **These changes are reflected in the latest version of the Draft FY 2025–FY 2029 TIP document that will be presented to the PAG Regional Council at the May 30, 2024 meeting.**

Page Number and Item	Revision / Correction
Page 62, "How to read the TIP projects list" infographic	Updated the air quality conformity status labels to reflect the labels in the TIP project list.
Page 71, TIP ID 32.00, 22nd St.: Camino Seco to Houghton Rd.	Modified the number of existing lanes and the project description to be consistent with the RTA ballot, IGA, and RMAP.
Page 63 - 81, Proposed FY 2025-2029 TIP Project List, TIP ID 20.12, SR 86: Kitt Peak Linkage Wildlife Crossing	Added this project to be consistent with FY 2022-FY2026 TIP administrative amendment 2022.111 (May 9, 2024) which shifted funds from FY 2024 to FY 2025.
Page 63 - 81, Proposed FY 2025-2029 TIP Project List, TIP ID 4.24, Honeybee Bridge Deck Repairs	Added this project to be consistent with FY 2022-FY2026 TIP administrative amendment 2022.111 (May 9, 2024) which programmed Congressionally Directed Spending in FY 2025
Page 63 - 81, Proposed FY 2025-2029 TIP Project List, TIP ID 57.16, FTA 5311 Administration; TIP ID 58.16, FTA 5311 Preventative Maintenance; TIP ID 59.16, FTA 5311 Intercity Transit; TIP ID 60.16, FTA 5311 Operating Grant	Based on the RTA's receipt of ADOT's preliminary notice of award letter for 5311 rural transit on May 16, 2024, programmed preliminary award amounts in fiscal year 2025.
Page 63 - 81, Proposed FY 2025-2029 TIP Project List, Various TIP IDs	Corrected "Total Project Cost" amounts to reflect the sum of programming in FY 2025-FY2029 in cases where the previously listed "Total Project Cost" was less than the sum of all programmed amounts.



Date: May 23, 2024

To: Jamie Brown

From: Dustin Fitzpatrick *DF*

Through: Jeanette DeRenne

Subject: Transportation Conformity Determination for the 2025-2029
Transportation Improvement Program (TIP)

Overview

Transportation conformity is required by the Clean Air Act section 176(c) (42 U.S.C. 7506(c)) to ensure that federal funding and approval are given to highway and transit projects that conform to the air quality goals established by a state air quality implementation plan (SIP). Conformity, for the purpose of the SIP, means that transportation activities will not cause new air quality violations, worsen existing violations, or delay timely attainment of the National Ambient Air Quality Standards (NAAQS). Conformity applies to transportation plans, transportation improvement programs and highway and transit projects funded or approved by the FHWA and FTA in all nonattainment and maintenance areas. It applies to transportation-related criteria pollutants (ozone, carbon monoxide (CO), nitrogen dioxide (NO₂), particles with an aerodynamic diameter less than or equal to a nominal 10 micrometers (PM₁₀) and particles with an aerodynamic diameter less than or equal to a nominal 2.5 micrometers (PM_{2.5})) for which the area is designated nonattainment or has a maintenance plan.

The major components of transportation conformity are interagency consultation/public involvement; latest planning assumptions and emissions model; implementation of transportation control measures; regional emissions analysis, and fiscal constraint.

Interagency consultation/public involvement

Within PAG's transportation planning area, the Rillito planning area is designated moderate nonattainment with the NAAQS for PM₁₀ and the Ajo planning area is under an approved maintenance plan for PM₁₀. The SIP does not contain an approved motor vehicle emission budget for the Rillito PM₁₀ nonattainment area; therefore, the interim emissions test applies per 40 CFR §93.109(c)(3). EPA found that the Ajo PM₁₀ Maintenance Plan demonstrated that contributions from motor vehicle emissions to PM₁₀ in the Ajo planning area are insignificant (85 FR 47032); therefore, regional emissions analysis for PM₁₀ is not required for the Ajo planning area per 40 CFR §93.109(f).

Interagency consultation was conducted during the TIP development process. Proposed transportation conformity processes and a regionally significant project list were shared with agencies on February 9, 2024. The draft conformity analysis of the FY 2025-2029 TIP was shared with agencies on March 27, 2024, and questions from EPA were answered.

Public open houses were held on March 19, 20 and 21, 2024, at the PAG Downtown Tucson Office – 1 E Broadway Blvd, Abrams Public Health Center – 3950 S Country Club Rd and Wheeler Taft Abbett Sr Library – 7800 N Schisler Dr, respectively. The public comment period provided opportunity for comment on the air quality conformity analysis conducted for the FY 2025-2029 TIP. Comments were addressed accordingly and public participation is addressed in Chapter 8 of the FY 2025-2029 TIP.

Latest planning assumptions and emissions model

The latest planning assumptions are detailed in the 2045 RMAP Update Technical Addendum. Forecasted population and employment estimates, land use modeling and travel demand modeling continue to apply for the FY 2025-2029 TIP.

EPA's Motor Vehicle Emissions Simulator model, MOVES4, was utilized for onroad motor vehicle emissions modeling for PM10 from vehicle exhaust, tire wear and brake wear in the Rillito PM10 Nonattainment Area for analysis years 2029, 2035 and 2045. Analysis was conducted using the TDM to estimate average daily VMT, speeds and travel pattern characteristics for the various road types in the regional roadway network for the following Action/Baseline scenarios: 2029, 2035 and 2045. MOVES model inputs include the most recent local data for meteorology, vehicle registration, speeds, travel patterns and gasoline and diesel fuel properties. The EPA MOVES4 model accounts for all current and future regulatory changes expected over the 2025-2045 period.

EPA Compilation of Air Pollutant Emission Factors, AP-42, emission factors were used to calculate PM10 emissions from re-entrained dust produced by vehicles traveling on paved (section 13.2.1.3) and unpaved (section 13.2.2) roads in the Rillito PM10 Nonattainment Area for analysis years 2029, 2035 and 2045.

Transportation control measures

Transportation control measures (TCMs) required by the SIP for the Tucson Air Planning Area (TAPA), such as PAG's Travel Reduction Program (TRP) and the Pima County Department of Environmental Quality's (PDEQ) Voluntary No-Drive Days/Clean Air Program, remain in effect per Arizona Revised Statute §49-404 and Clean Air Act 110(l) and result in PM10 emission reductions from onroad motor vehicles in the Rillito PM10 nonattainment area. The Rillito PM10 nonattainment area is within the TAPA. The TRP and PDEQ Voluntary No-Drive Days/Clean Air Program are funded by ADEQ through the state Air Quality Fee Fund (ARS §49-551).

Regional emissions analysis

The below table details the results of VMT and PM10 emissions calculated using MOVES4 and AP-42 for the Rillito PM10 nonattainment area.

PM10 Results (U.S. tons/year) for Conformity Interim Emissions (Action/Baseline) Test

Analysis Year - Scenario	Average Annual VMT	Onroad Vehicles PM10	Paved Road Re-entrained PM10	Unpaved Road Re-entrained PM10	Rillito PM10 Nonattainment Area PM10
2029 - Baseline	934,872,688	48.93	161.26	0.91	211.1
2029 – Action	926,894,075	48.66	159.96	0.90	209.5
2035 - Baseline	998,696,615	48.65	170.72	1.05	220.4
2035 – Action	990,379,521	48.37	169.45	1.04	218.9
2045 - Baseline	1,128,194,986	52.03	191.23	1.27	244.5
2045 – Action	1,118,593,041	51.65	189.77	1.25	242.7

As demonstrated by the PM10 emission modeling results in above table, completing the TIP projects as stipulated in the FY 2025-2029 TIP satisfies the requirements of the interim emissions test prescribed by 40 CFR §93.119. Total regional onroad motor vehicle emissions of PM10 in the Rillito PM10 nonattainment area associated with implementation of the FY 2025-2029 TIP for all years tested are projected to be less under the action scenarios than under the baseline scenarios. Additionally, the emissions are reasonably expected to be less during the periods between analysis years.

Fiscal constraint

Fiscal constraint of the FY 2025-2029 TIP is demonstrated in Appendix 2.

Summary

PAG's FY 2025-2029 TIP and all projects contained within are in conformity with the applicable SIP and transportation conformity requirements.

cc: Farhad Moghimi
Dave Adler
Adam Ledford

Communication #3810

SUBJECT: Program Highlights Report

Meeting	Meeting Date	Agenda Category	Agenda Item #
Regional Council	May 30, 2024	Consent Information	6a

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 March and April 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

March 2024

Mobility | Sustainability | Livability

40 – Transportation Activities

Goal 1: Meet federal mandates for regional transportation planning

- Began discussion of RMAP Title 6 analysis for the plan update.
- Continued development of 2055 RMAP performance measure targets.
- Continued development of Performance Measures Report for FY 2025-FY 2029 TIP.
- Continued: GIS mapping support through refinements of maps for the next TIP plan document for new project year ranges (FY 2025–FY 2029).
- 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 added line and point geometry to the RMAP database taken from input from the member agencies including continued support of RTA Next project mapping updates for TMC.

Goal 2: Establish and Implement a Performance Management Program

- 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.

Goal 3: Title VI and Environmental Justice Planning and Compliance

- Prepared Title VI analysis of FY 2025–FY 2029 TIP.
- Began planning for an April EPAC meeting. Agenda topics will focus on environmental justice and regional environmental issues per the approved EPAC Top Environmental Issues List for 2024.
- 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.

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

- Began planning 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.

- 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.
- Continued development of 2055 RMAP performance measure targets.
- Continued development of Performance Measures Report for FY 2025–FY 2029 TIP.

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.

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 the 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.

Goal 12: Assess and maintain fiscal constraint for transportation plans and programs

- Continued monitoring and management of regional plans and programs.

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 evaluated online content and transfer some items to archives.
- Initiated GIS mapping support through development of a test StoryMaps and graphics for map symbology for the next RMAP update and TIP databases.
- Hired a Senior GIS Analyst.

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.**
- Began meeting with a consultant to develop a Microtransit Study. A signed contract is pending.

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.

- 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.

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

- Continued 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.
- Continued to coordinate with Kimley-Horn on the development of the PAG Regional Active Transportation Plan which will inform multimodal components of the RMAP. A Technical Working Group is being formed to advise on the plan and will meet in April.
- Worked with a consultant to refine the scope of the Dial-a-Ride and Microtransit Service Area Analysis. This effort will ultimately help inform multimodal components of the RMAP, and the contract will be considered by Regional Council at the next meeting.
- Began preparing for a fourth 2055 RMAP Working Group meeting to discuss and further refine the multimodal components of the plan via the project list.
- 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 plan.

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

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

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

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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.

- Continues discussion and development of main scenarios of ABM exploratory tool.
- Discussed and presented ABM exploratory tool development at Transportation Planning Committee meeting.

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

- Reviewed literature of multimodal transportation data source performance measures and data source.
- Discussed and presented multimodal transportation performance measures development project at Transportation planning committee.
- Continued DTA project procurement process.
- Continued DTA development project: discussed regional input data of the DTA model, results of initial consultant review of network, validation targets, and supplemental data sources.
- Presented DTA development project purpose and scope of work at Transportation Planning Committee meeting.
- Continued development of 2023 traffic count report.
- Continued turning movement count estimation using a new machine learning algorithm.
- Prepared a memo of PAG Household Travel Study and Assessment project for Regional Council meeting in April.
- Discussed the schedule of a pilot study with ETC Institute to include samples of University of Arizona students.
- Scope of Work development for orthophoto feature extraction to support alternate modes of transportation gap/assets/needs assessment in order to inform the RATP.

11 - Regional Integrated Watershed Planning

- Continued work to automate overall process to estimate emissions using travel model output and MOVES model.
- 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, including the Copper World APP. 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.
- Continued 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.

- Continued planning a potential May meeting of the PAG Watershed Planning Subcommittee (WPS) to cover requested PFAS updates in coordination with EPAC.
- Continued review and cleanup of PAG's riparian health assessment water quality data.
- Began testing ArcGIS Survey123 application for riparian health assessment data collection and looked into other available options, including ArcGIS Field Maps and ArcGIS QuickCapture.
- Conducted March quarterly riparian health assessments for Cienega Creek and Davidson Canyon, within Pima County's Cienega Creek Natural Preserve and Bar V Ranch, in coordination with the Pima County Regional Flood Control District, Office of Sustainability and Conservation, and Natural Resources, Parks and Recreation.
- Finished initial data processing for December riparian health assessments for Cienega Creek and Davidson Canyon, within Pima County's Cienega Creek Natural Preserve.
- Received notice from ADEQ about an AZPDES permit renewal application for the Avra Valley Wastewater Reclamation Facility and determined that the application should not trigger a PAG 208 process.
- Planned, coordinated and chaired a meeting of ADEQ's Statewide Water Quality Management Working Group to vote on chair and vice chair positions and discuss ADEQ funding and contract updates, NACOG's 604(b) grant project for the Upper/Middle Verde River Watershed, and Designated Planning Area updates.
- Attended the Water Resources Research Center 2024 Annual Conference virtually.
- Provided updates on regional watershed priorities and local water issues for the PAG's Environmental Planning Advisory Committee (EPAC) Top Environmental Issues List for 2024.
- Participated 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.

12 - Regional Air Quality Planning

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

- Continued participation in Regional Active Transportation Plan project task discussions.
- Participated in meeting to plan next EPAC meeting.
- Participated in ABM Exploratory Tool development project meeting.
- Participated in discussion of microtransit and dial-a-ride service area analysis contract statement of qualifications.
- Attended three FY 2025-FY 2029 TIP Open House meetings to support air quality-related questions.
- Attended Marana State of the Town event.
- Send interagency consultation memo to agency partners to share results of air quality conformity analysis for the FY 2025-FY 2029 TIP.
- Conducted meeting of the Air Quality Subcommittee and presented federal Greenhouse Gas Performance Measure requirements to solicit member recommendations.
- 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.
- Prepared input, ran MOVES 4 model, and compiled and reviewed output for 2024 performance measures for PAG region and 2029/2035/2045 action and no action scenarios for Rillito PM 10 nonattainment area
- Prepared input for AP 42 spreadsheet calculations and reviewed output for 2029/2035/2045 action and no action scenarios for Rillito PM 10 nonattainment area

Goal 2: Conduct a regional air quality planning program.

- Attended Sustainable Cities Network Federal Infrastructure Workgroup meeting.

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.

36 - Regional Partnering Center Support

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

- Senior GIS Analyst was sent to GPS problem areas on the Sabino Canyon route to conduct a slope analysis and conducted elevation assessment using Open Topography.
- Operated the Sabino Canyon Shuttle
 - Sabino Canyon Trips = 392
 - Bear Canyon Trips = 340
 - Total Passengers in February = 15,898

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.
- **Strategy: Communicate and collaborate with program partners, ADEQ, PDEQ and member jurisdictions, on common goals and initiatives related to supporting regional commuters.**
- Confirmed 5 of 10 seats employer representative seats for 2024-2026 Regional Task Force.
- 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 February 2024 expenses.
- Conducted outreach for zero activity TRP employers stressing compliance with local ordinances.
- Prepared for 2024 AIR Survey launch April 1.

39 - Commuter Services

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

- Held second of two required virtual TC Training sessions on March 19 with 18 registrants.
- Invited two new employers to join TRP. CTI and Whole Foods. Follow up orientation meetings to be held in April.

61 - Orthophotos

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

- Ongoing: QCed the Ortho contractors 2023 acquisition for the GIS program to conduct final Quality Control and uploads and contacted jurisdictions for commitments of financial match support.

63 - Regional Modeling

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

- Continued review of inputs and outputs for 2055 RMAP modeling.
- Continued collection of information about known projects for 2055 RMAP employment information.
- Initiated trip based TDM run process for 2029 TIP including TAZ data and roadway/transit network update.
- Attended AOEO CTS webinar to discuss regional population changes and data.
- Collected jurisdictional annexation and reported collected annexation information to AOEO.
- Continued collection and review of building permits data
- Reviewed information about known projects for 2055 RMAP employment information.
- Discussed RMAP land-use model inputs with jurisdictions through in-person one-on-one meetings.
- Completed TDM runs in TransCAD 7 for 2024 base year, 2029 build/no build, and 2029/2035/2045 action and no action scenarios; compiled, post processed, and reviewed output for TIP and relevant air quality conformity evaluation.

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

- Initiated review of equity and J40 performance measures and developed a quick measure for J40 disadvantaged group roadway usage percentage using select link analysis.

Goal 5: Develop regional employment data

- Continued employment data processing optimization.

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

- Continued literature review of multimodal transportation system performance measures.
- Initiated development of Python code to stream real time GTFS data for transit performance measures.
- Presented and discussed multimodal transportation performance measures development project at Transportation Planning Committee.

46 - RTA Support

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

- Continued contract compliance and monitoring for Total Ride/National Express.

Transit planning and data analysis

- Reviewed financial exhibits for new IGAs and IGA amendments.
- Sun Tran Marketing discussions with Sun Tran marketing team for targeted marketing campaigns for **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 and facilitated the Mobility Coordination Working Group meeting held on March 25, 2024. Topics on the agenda included: Regional Coordination Goals – New or Expanded Service, Project Management, and Fleet Maintenance.
- Worked on elements pertinent to the growth and development of the Ambassador Program administered by National Express.

- Attended and offered facilitation support for the National Express Ambassador's Meeting on March 27, 2024
- Submitted the FTA Section 5310 Grant Application for Mobility Management to ADOT.
- Facilitated the administrative amendment to the coordinated plan to reflect recent awards and forecasted projects for FTA Section 5305, 5310 and 5311 funding.
- 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.
- Supported subrecipients of FTA Section 5310 funding and members of the Coordinated Mobility Working Group to improve their understanding of the Safety Section of the FTA Section 5310 grant application.
- Supported subrecipients of FTA Section 5310 funding and members of the Coordinated Mobility Working Group to improve their understanding of Regional Coordination and important documentation.
- Worked on elements related to potential policy updates for clarifying guidelines for curb-to-curb vs. hand-to-hand service.
- **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 and facilitated the Mobility Coordination Working Group meeting held on March 25, 2024. Topics on the agenda included: Regional Coordination Goals – New or Expanded Service, Project Management, and Fleet Maintenance.
- 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.
- **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 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 3,088 businesses located on 12 major RTA projects currently in construction or design. Roadway Construction: #8, #16 (Phase 3&4), #18 (Phase 3&4). Roadway Design: #1 (Phase 2), #5 (Phase 2), #14, #15, #18 (Phase 5&6), #19 (Phase 2), #22, #25, #32 (Phase #5).
- Continued providing project update emails to current outreach area businesses with an average of 1,750 project update emails sent per month.

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.

OWP Monthly Report

April 2024

Mobility | Sustainability | Livability

40 – Transportation Activities

Goal 1: Meet federal mandates for regional transportation planning

- Continued to coordinate individually with jurisdictions to refine the 2055 RMAP project list within the anticipated fiscal constraint.
- Began and continued discussion of RMAP Title 6 analysis for the plan update.
- Continued 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 including continued support of RTA Next project mapping updates for TMC and RTA Board.
- Presented Carbon Reduction Strategies update to the Regional Council.
- Participated in department meeting discussing bike map project management.
- Participated in meeting with EPAC/AQS members regarding feedback for CRP projects included in current OWP.
- Participated in meeting with TPC members regarding feedback for CRP projects included in current OWP.
- Participated in League of American Bicyclists Make Every Ride Count webinar.
- Participated in ABM Exploratory Tool Scoping Discussion meeting.
- Began discussion of RMAP Title 6 analysis for the plan update.
- Continued development of RMAP 2055 performance measure targets.
- Continued development of Performance Measures Report for the FY 2025–FY 2029 TIP.
- 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

- GIS staff continued mapping updates, corrections and enhancements for the open houses and public comment period of 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 for future amendments.
- GIS staff initiated an assessment of areas of RTA project right of ways.
- Completed the permission procedure of accessing Arizona Crash Information system (ACIS) through Citrix to get ADOT crash data for safety performance measures.
- Completed setting up OKTA and Citrix to access ACIS.
- Updated documenting data sources and data processing associated with performance measures.

Goal 3: Title VI and Environmental Justice Planning and Compliance

- Began negotiations with a consultant to develop a Regional Active Transportation Plan.
- Began planning for an April EPAC meeting. Agenda topics will focus on environmental justice and regional environmental issues per the approved EPAC Top Environmental Issues List for 2024.
- 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.

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

- Continued development of 2055 RMAP performance measure targets.
- Continued 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.
- The Technical Working Group met for the PAG Regional Active Transportation Plan (RATP). Feedback was provided on the draft vision statement, goals, objectives and performance metrics. This plan will ultimately inform the multimodal components of the RMAP.
- Continued coordination with the consultant on the overall development of the RATP, which will be used in the development of the 2055 RMAP to the extent possible and future long-range transportation plans.
- EPAC and TPC reviewed the Dial-a-Ride and Microtransit Service Area Analysis scope and provided feedback prior to Regional Council consideration. This effort will ultimately help inform multimodal components of the RMAP, and the contract will be considered by the Regional Council at the May meeting.
- Conducted a fourth 2055 RMAP Working Group meeting to discuss and further refine the multimodal components of the plan via the project list.
- Prepared Title VI analysis of the FY 2025–FY 2029 TIP.
- Began planning for an April EPAC meeting. Agenda topics will focus on environmental justice and regional environmental issues per the approved EPAC Top Environmental Issues List for 2024.
- 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.

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, the FY 2025–FY 2029 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.
- Coordination process with PAG regional partners to develop the FY 2025–FY 2029 TIP, including public involvement processes.

Goal 11: Maintain funding levels to the region

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

Goal 12: Assess and maintain fiscal constraint for transportation plans and programs

- Continued monitoring and management of regional plans and programs.

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

- Continued reorganizing ArcGIS online content and evaluated online content and transferred some items to archives.
- Initiated GIS mapping support through further refinement of a test StoryMaps and graphics for map symbology for the next RMAP plan update and TIP databases.

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.**
- Began meeting with a consultant to develop a Microtransit Study. A signed contract is pending.

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- **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.

- Continued coordination with the consultant on the overall development of the PAG Regional Active Transportation Plan (RATP), which will be used to inform active transportation elements in the 2055 RMAP to the extent feasible and future long-range transportation plans.
- GIS team continued support for the continued development of the printed version of PAG's Tucson Metro Bikeways Map.

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

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.

- Continues discussion and development of core models of ABM exploratory tool.
- Discussed and presented ABM exploratory tool development at PAG PopTech Subcommittee

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

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

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

- Continued 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.
- The Technical Working Group met and discussed the PAG Regional Active Transportation Plan (RATP). Feedback was provided on the draft vision statement, goals, objectives and performance metrics. This plan will ultimately inform the multimodal components of the RMAP.
- Continued coordination with the consultant on the overall development of the RATP, which will be used in the development of the 2055 RMAP to the extent possible and future long-range transportation plans.
- EPAC and TPC reviewed the Dial-a-Ride and Microtransit Service Area Analysis scope and provided feedback prior to Regional Council consideration. This effort will ultimately help inform multimodal components of the RMAP, and the contract will be considered by the Regional Council at the May meeting.
- Conducted a fourth 2055 RMAP Working Group meeting to discuss and further refine the multimodal components of the plan via the project list.
- 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.

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

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

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 14 vehicles in 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.

- Continued discussion and development of main scenarios of ABM exploratory tool.
- Discussed and presented ABM exploratory tool development at Transportation Planning Committee.

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

- Reviewed literature of multimodal transportation data source performance measures and data source.
- Discussed and presented multimodal transportation performance measures development project at Transportation Planning Committee.
- GIS staff presented and gathered committee feedback on orthophoto feature extraction to support alternate modes of transportation gap/assets/needs assessment in order to inform the RATP.
- GIS staff verified most useful J40 data sources and took steps in development of PAG maps utilizing J40 data across the Transportation Management Area and Pima County.
- Continued DTA development project: discussed regional input data of the DTA model, results of initial consultant review of network, validation targets, and supplemental data sources.
- Continued development of 2023 traffic count report.
- Continued turning movement count estimation using a new machine learning algorithm.
- Discussed the schedule of a pilot study with ETC Institute to include samples of University of Arizona students.
- Scope of Work development for orthophoto feature extraction to support alternate modes of transportation gap/assets/needs assessment in order to inform the RATP.

11 - Regional Integrated Watershed Planning

Goal 1: Fulfill Mandatory Designated Watershed Planning Responsibilities

- Watershed staff 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, including the Copper World APP.
- Watershed staff continued working on annual Administrative Updates to the appendices of the PAG Areawide Water Quality Management Plan (208 Plan).
- Watershed staff continued planning a potential June meeting of the PAG Watershed Planning Subcommittee (WPS) to cover requested PFAS, Copper World APP, climate and other water quality-related updates in coordination with EPAC.
- Watershed staff continued review and cleanup of PAG's riparian health assessment water quality data.
- Watershed staff completed data processing for March riparian health assessments for Cienega Creek and Davidson Canyon, within Pima County's Cienega Creek Natural Preserve and prepared for the QA/QC process.

- As chair, Watershed staff planned and coordinated a meeting of ADEQ's Statewide Water Quality Management Working Group to vote on a CAG Amendment and present 208 guidance concepts.
- Watershed staff began work on an interactive StoryMap to guide wastewater discharge permit applicants through the PAG 208 Consistency Review process.
- 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, including the Copper World APP.
- 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.
- Continued 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.
- Continued planning a potential May meeting of the PAG Watershed Planning Subcommittee (WPS) to cover requested PFAS updates in coordination with EPAC.
- Continued review and cleanup of PAG's riparian health assessment water quality data.
- Began testing ArcGIS Survey123 application for riparian health assessment data collection and looked into other available options, including ArcGIS Field Maps and ArcGIS QuickCapture.
- Conducted March quarterly riparian health assessments for Cienega Creek and Davidson Canyon, within Pima County's Cienega Creek Natural Preserve and Bar V Ranch, in coordination with the Pima County Regional Flood Control District, Office of Sustainability and Conservation, and Natural Resources, Parks and Recreation.
- Finished initial data processing for December riparian health assessments for Cienega Creek and Davidson Canyon, within Pima County's Cienega Creek Natural Preserve.
- Received notice from ADEQ about an AZPDES permit renewal application for the Avra Valley Wastewater Reclamation Facility and determined that the application should not trigger a PAG 208 process.
- Planned, coordinated and chaired a meeting of ADEQ's Statewide Water Quality Management Working Group to vote on chair and vice chair positions and discuss ADEQ funding and contract updates, NACOG's 604(b) grant project for the Upper/Middle Verde River Watershed, and Designated Planning Area updates.
- Attended the Water Resources Research Center 2024 Annual Conference virtually.
- Provided updates on regional watershed priorities and local water issues for the PAG's Environmental Planning Advisory Committee (EPAC) Top Environmental Issues List for 2024.
- Participated 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.

Goal 2: Enhance Watershed Coordination for a more Vibrant Human Environment

- Watershed staff continued 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.
- Watershed staff continued looking into ArcGIS Survey123, Field Maps and QuickCapture applications for riparian health assessment data collection.
- Watershed staff began participation in a free Esri massive open online course on Cartography, utilizing ArcGIS Pro to build useful, meaningful and engaging maps, which will be useful for PAG's riparian health assessments, Resiliency Planning Maps and other applications.
- Watershed staff collaborated with regional partners to create a tour of green stormwater infrastructure and learn of cooperative efforts between the City of Tucson, Pima County and University of Arizona at recent sites.
- Watershed staff supported planning and participated in the Santa Cruz Watershed Collaborative Spring Forum, which included a riparian health assessment along the effluent dependent Heritage Project stretch of the Santa Cruz River, presentations from local experts, professionals and decision makers, and a Conserve to Enhance (C2E)-led discussion about creating community river access sites.

- Watershed staff attended Santa Cruz River Research Days, focusing on research and conservation efforts along the Santa Cruz River.
- As a member of a stakeholder committee, Watershed staff attended the April Pima County Floodplain Management Plan (FMP) Planning Committee meeting to kick off the FMP 5-year update and collaboratively invited other regional contacts for broader engagement.

12 - Regional Air Quality Planning

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

- Attended EPA MJO MOVES meeting for air quality transportation modeling.
- Attended EPA Clean Heavy-Duty Vehicles (CHDV) Grant Program Information Session meeting.
- Assisted with responses to inquiries regarding PAG's methodology and input data for recent MOVES runs.

Goal 2: Conduct a regional air quality planning program.

- Attended Sustainable Cities Network Federal Infrastructure Workgroup meeting.

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.

36 - Regional Partnering Center Support

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

- GIS staff produced a slope analysis report and conducted elevation assessment using Open Topography for a Sabino Canyon vehicle contract assessment.
- Operated the Sabino Canyon Shuttle.
 - Sabino Canyon Trips =345
 - Bear Canyon Trips=330
 - Total Passengers in April=15,401
- Participated in USFS coordination call with Forest Service staff.
- Completed GIS slope verification with internal GIS staff for grades on both routes.
- Explored vendor options to extend the life of the existing fleet.
- Addressed maintenance issues with EV Shuttles requiring significant investment for replacement and repair.
- Coordinated billing protocols with WeDriveU (formerly NEXT) for new contract billing back up requirements.

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.

- Resubmitted NTD Report package via FTA Appian System to address FTA analyst questions concerning agency profile and safety report.

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.

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 March 2024 expenses.
- Conducted outreach for zero activity TRP employers stressing compliance with local ordinances.
- Coordinated and engaged in intense outreach and reminder efforts to encourage all employers to provide an AIR Survey response per the ordinances. Achieved 84.5% completion by April 30. The official deadline is May 6.
- Updated PAG budget tracking sheet for FY 2023-24 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

- Invited two new employers to join TRP. CTI and Whole Foods. Follow up orientation meetings to be held in April.

61 - Orthophotos

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

- GIS staff began planning for a June Regional Data Working Group meeting to discuss uses of ortho feature extraction, assist with training on Open Topography, and review orthophoto contributions.
- Administered TRP Employee Survey for 15 employers. Six locations provided with extensions, and one site was notified of non-compliance status after exhausting efforts to have TC and leadership comply with program deliverables.
- Worked with PAG technical staff to create new TRP employer online questionnaire and related auto messaging for recruitment of new locations.
- Completed enhancements for 2024 to online platform in collaboration with PAG technical staff.
- Reviewed the Ortho contractor's 2023 acquisition for the GIS program to conduct final quality control and uploads and contacted jurisdictions for commitments of financial match support.

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.
- Continued collection of information about known projects for 2055 RMAP employment information.
- Initiated trip-based TDM run process for FY 2025-FY 2029 TIP including TAZ data and roadway/transit network update.
- Continued collection and review of building permits data.
- Reviewed information about known projects for 2055 RMAP employment information.
- Completed TDM runs in TransCAD 7 for 2024 base year, 2029 build/no build, and 2029/2035/2045.

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

- Continued review of equity and J40 performance measures and developed a quick measure for J40 disadvantaged group roadway usage percentage using select link analysis.

Goal 4: Review and update annual population estimate and develop the sub-county population projection for PAG member agencies.

- Continued collection and review of building permits data.
- Finalized jurisdiction permit reports and submitted to AOEO.

Goal 5: Develop regional employment data

- Continued employment data processing optimization.

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

- Continued literature review of multimodal transportation system performance measures.
- Initiated development of Python code to stream real-time GTFS data for transit 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.

RTA Budget

- Provided budgetary approval of RTA invoices from jurisdictions.
- Reviewed financial exhibits for new IGAs and IGA amendments.
- Developed financial exhibits for new IGAs and IGA amendments.
- 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.
- Attended monthly project updates for Element I roadway projects.
- Updated TIP proposed with FY 2023 final expenditures and FY 2024 RTA TPT programming.
- Reviewed financial exhibits for new IGAs and IGA amendments.

Transit contract management and reporting

- Worked with Ecolane and WeDriveU to roll out app improvements for ADA DAR.
- Continued contract compliance and monitoring for Total Ride/National Express.
- Conducted three RTA/Total Ride operations meetings.
- Continued to work with National Express and Second Generation for a successful transition of Western Pima County 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 our contractor to brainstorm and develop an improved operational plan to improve on-time performance (OTP) for regional fixed-route services.
- Planned future operational changes to Sun Shuttle fixed route to improve OTP and ridership.
- Presented new policy options for ADA dial-a-ride to Executive Director.
- Worked with RPTA on new billing processes, insurance requirements and IGA Amendments.
- Attended transit management software workshop for planning and scheduling more efficient transit routes.
- Worked with the City of Tucson on establishing a new IGA for FTA 5307 grant-funded vehicles.

Transit planning and data analysis

- Reviewed financial exhibits for new IGAs and IGA amendments.
- Sun Tran Marketing discussions with Sun Tran marketing team for targeted marketing campaigns for 5310 planning.
- Attended the Norte-Sur Stakeholder Meeting.

- Worked with Pima County Public Libraries for important linkages to Ajo.
- Explored options for new over-the-road coaches for transit Route 486.
- Attended the annual Arizona Transit Association (AZTA) conference in Mesa.
- Presented Microtransit project information to the Transportation Planning Committee (TPC).

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**
- Facilitated the Mobility Coordination Working Group meeting held on March 25, 2024. Topics on the agenda included Regional Coordination Goals – New or Expanded Service, Project Management, and Fleet Maintenance.
- Worked on elements pertinent to the growth and development of the Ambassador Program administered by National Express.
- Attended and offered facilitation support for the National Express Ambassador’s Meeting on April 25, 2024.
- Worked with ADOT/EQS to support agencies in their efforts to meet vehicle inspection compliance requirements and vehicle transfer requests.
- 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 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.
- Supported subrecipients of FTA Section 5310 funding and members of the Coordinated Mobility Working Group to improve their understanding of the Safety Section of the FTA Section 5310 grant application.
- Supported subrecipients of FTA Section 5310 funding and members of the Coordinated Mobility Working Group to improve their understanding of Regional Coordination and important documentation.
- Worked on elements related to potential policy updates for clarifying guidelines for curb-to-curb vs. hand-to-hand service.
- Explored potential coordination opportunities including microtransit and support-based services for volunteer driver program with the aim of bridging service gaps for elderly and disabled populations outside of the fixed-route service area and ineligible for paratransit.

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

- GIS staff coordinated points for usage of ortho feature extraction by the RATP project.
- Continued development of the outline pertinent to the 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.

- Met with non-profits interested in seeking FTA Section 5310 funding and inclusion in the PAG Public Transit Human Services Coordinated Transportation Plan.

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.

Strategy: Identify opportunities and resources for regional innovative projects that have potential for reestablishing community connections and cohesion.

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.

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.

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.

Communication #3811

SUBJECT: Contracts and Agreements Report

Meeting	Meeting Date	Agenda Category	Agenda Item #
Regional Council	May 30, 2024	Consent Information	6b

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 of March 1 through April 30, 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

- 1 new contract was reported.
- 0 extended contract was reported.
- 1 concluded contract was reported.

TECHNICAL, POLICY, LEGAL OR OTHER CONSIDERATIONS

None.

ATTACHED ADDITIONAL BACKUP INFORMATION

PAG Contracts and Agreements Report for March 1 through April 30, 2024.

Staff Contact/Phone

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

Contract Number	Contractor	PAG Staff	Agency	Start Date	End Date	Amount	Program/Project
23-017-00	CITY OF SOUTH TUCSON	Lance Peterson	PAG	3/30/2023	3/30/2024	\$60,000.00	Program Management
					Total	\$60,000.00	

Communication #3812

**SUBJECT: FY 2022-FY2026 PAG Transportation Improvement Program (TIP)
Amendment \$2022.110**

Meeting	Meeting Date	Agenda Category	Agenda Item #
Regional Council	May 30, 2024	Action	7

REQUESTED ACTION/SUGGESTED MOTION

The Regional Council will be asked to recommend approval of an amendment to the PAG FY 2022–FY 2026 Transportation Improvement Program (TIP), which would adjust the programming of regional HURF funds on three City of Tucson projects.

ASSOCIATED OWP WORK ELEMENT/GOAL

Work Element 40, Transportation Activities

SUMMARY

As reflected in the attached proposed TIP amendment funding tables, a formal TIP amendment is necessary to make funding adjustments in FY 2024 to three major projects as requested by the City of Tucson during the TIP development process. These include:

- Decrease regional HURF funding in FY 2024 for TIP ID 81.06 (1st Ave: River Rd to Grant Rd) by \$7,329,000.
- Increase regional HURF funding in FY 2024 for TIP ID 56.06 (Silverbell Rd: Grant Rd to Ina Rd) by \$7,329,000.
- Increase regional HURF funding in FY 2024 for TIP ID 32.00 (22nd St: Camino Seco to Houghton Rd) by \$875,000.

PRIOR BOARD AND/OR COMMITTEE ACTION

April 17, 2024 - The Transportation Planning Committee unanimously approved this TIP amendment.

As background, in December 2023, the TIP Subcommittee endorsed the RTA roadway element worksheet for FY 2024–FY 2029. In March 2024, the TPC recommended the

FY 2025–FY 2029 TIP project list for approval. Reconciliation is required for FY 2024 as it is outside the FY 2025–FY 2029 TIP development process, and accurate funding totals for each project are dependent on this update.

Management Committee recommended approval at its meeting on May 8, 2024.

FINANCIAL CONSIDERATIONS

The TIP Subcommittee-endorsed worksheet considers fiscal constraint and does not exceed available funding.

TECHNICAL, POLICY, LEGAL OR OTHER CONSIDERATIONS

This is a formal TIP amendment for the funding allocation process.

ATTACHED ADDITIONAL BACKUP INFORMATION

Proposed Formal Amendment No. 2022.110 to the PAG FY 2022–FY 2026 TIP.

<p>Staff Contact/Phone</p>	<p>Farhad Moghimi, (520) 792-1093, ext. 4420 Dave Atler, (520) 792-1093, ext. 1443 Jamie Brown, (520) 792-1093, ext. 4473 Adam Ledford, (520) 792-1093, ext. 4434</p>
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TipID	RTAID	STREET/PROJECT NAME	PROPOSED FUNDING				
SponsorID	Length	LOCATION	(IN THOUSANDS OF DOLLARS)				
StateID	Existing Lanes	PROJECT DESCRIPTION	FISCAL YEAR				
FedID	After Lanes	AQ STATUS	2022	2023	2024	2025	2026
		TIP STATUS					
		TOTAL COST					

ITEM A

Existing Approval							
32.00	30__	22nd St: Camino Seco to Houghton Rd			1000 TUC C	630 HURF12R C	4205 HURF12R C
	2.0	Camino Seco to Houghton Rd			700 RTA D	531 RTA C	1000 TUC C
	4	Improve 3 and 4 lane roadway			1700 TOTAL	1000 TUC C	5205 TOTAL
	4	Conforms				2161 TOTAL	
		Active					
	4	\$32,541					
Proposed Request							
32.00	30__	22nd St: Camino Seco to Houghton Rd			875 HURF12R C	630 HURF12R C	4205 HURF12R C
	2.0	Camino Seco to Houghton Rd			1000 TUC C	531 RTA C	1000 TUC C
	4	Improve 3 and 4 lane roadway			700 RTA D	1000 TUC C	5205 TOTAL
	4	Conforms			2575 TOTAL	2161 TOTAL	
		Active					
	4	\$33,416					
SPONSOR: Tucson			ACTION: FY 2024 funding adjustments to reflect the Dec. 2023 TIP Subcommittee endorsed RTA roadway element worksheet.				

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

ITEM A

Existing Approval							
56.06	05__	Silverbell Rd: Grant to Ina	1309 HURF126 D	0 HURF12R C	850 HURF12R C	4760 HURF12R C	6326 HURF12R C
SR6A	7.6	Grant to Ina	12 RTA D	0 HURF12R C	2616 HURF12R C	4760 TOTAL	6326 TOTAL
	2	Widen to 4 lanes w/ bike lanes	1321 TOTAL	0 TUC C	10000 HURF12R C		
		Conforms		0 HURF12R D	6649 RTA C		
	4	Active		5 RTA D	3000 TUC C		
		\$39,540		1 RTA O	545 TUC C		
				0 HURF12R R	216 HURF12R D		
				0 HURF12R S	1821 RTA D		
				6 TOTAL	250 HURF12R R		
					2500 HURF12R S		
					28447 TOTAL		
Proposed Request							
56.06	05__	Silverbell Rd: Grant to Ina	1309 HURF126 D	0 HURF12R C	850 HURF12R C	4760 HURF12R C	6326 HURF12R C
	7.6	Grant to Ina	12 RTA D	0 HURF12R C	2616 HURF12R C	4760 TOTAL	6326 TOTAL
	2	Widen to 4 lanes w/ bike lanes	1321 TOTAL	0 TUC C	10000 HURF12R C		
		Conforms		0 HURF12R D	7329 HURF12R C		
	4	Active		5 RTA D	6649 RTA C		
		\$46,869		1 RTA O	3000 TUC C		
				0 HURF12R R	545 TUC C		
				0 HURF12R S	216 HURF12R D		
				6 TOTAL	1821 RTA D		
					250 HURF12R R		
					2500 HURF12R S		
					35776 TOTAL		
SPONSOR: Tucson			ACTION: FY 2024 funding adjustments to reflect the Dec. 2023 TIP Subcommittee endorsed RTA roadway element worksheet.				

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

ITEM A

Existing Approval												
81.06 SR11	14__	1st Ave: Grant to River	0 RTA	D	0 RTA	D	7650 HURF12R	C	33400 RTA	C	19348 RTA	C
		Grant Rd. to River Rd.	0 RTA	R	0 TUC	D	4000 RTA	D	33400 TOTAL		19348 TOTAL	
	3.1	Widen to 6 lanes			0 RTA	R	2802 TUC	D				
	4	Conforms					7000 RTA	R				
	6	Active					21452 TOTAL					
		\$68,950										
Proposed Request												
81.06	14__	1st Ave: Grant to River	0 RTA	D	0 RTA	D	7650 HURF12R	C	33400 RTA	C	19348 RTA	C
		Grant Rd. to River Rd.	0 RTA	R	0 TUC	D	-7329 HURF12R	C	33400 TOTAL		19348 TOTAL	
	3.1	Widen to 6 lanes			0 RTA	R	4000 RTA	D				
	4	Conforms					2802 TUC	D				
	6	Active					7000 RTA	R				
		\$61,621										
SPONSOR: Tucson			ACTION: FY 2024 funding adjustments to reflect the Dec. 2023 TIP Subcommittee endorsed RTA roadway element worksheet.									

Communication #3813

SUBJECT: Household Travel Study and Assessment Contract

Meeting	Meeting Date	Agenda Category	Agenda Item #
Regional Council	May 30, 2024	Action	8

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-pandemic travel behavior and analyzing the impact of travel patterns on transportation carbon emissions.

ASSOCIATED OWP WORK ELEMENT/GOAL

Work Element 40, Transportation Activities

SUMMARY

The Household Travel Study and Assessment effort is foundational for achieving PAG's transportation carbon reduction goals under long-range transportation planning efforts. This study is approved in PAG's current [OWP](#) with Carbon Reduction Program (CRP) funding and is included in [ADOT's November 2023 Carbon Reduction Strategy \(CRS\)](#).

The largest source of transportation CO₂ emissions is from single-occupancy vehicles (SOVs). The key to reducing SOV trips is understanding travel behavior, trends and mode choices in order to effectively enhance and optimize the use of less carbon-intensive modes of travel. Enabling a shift to alternative modes, such as transit; carpools, vanpools and newly available ridesharing services; biking, walking and micromobility options such as e-scooters, is key to reducing carbon emissions from our transportation network. Telework has eliminated the need for commute trips for segments of the workforce, and employers have continued to implement the practice in the post-pandemic era. Electric vehicles produce zero tailpipe emissions, and EV usage data currently is not available. E-commerce has redistributed trips from retail locations to freight truck delivery routes. Better understanding this complex mix of new travel patterns and behaviors is key to identifying where strategic opportunities lie to leverage carbon reductions from our overall transportation system.

Given the significant shifts in travel behavior post-pandemic, including remote work trends, mode shifts, and advancements in technology, updating PAG's foundational modeling data

is essential to achieving quality modeling results. Relying solely on 15-year-old outdated 2009 National Household Travel Survey (NHTS) data could lead to inaccuracies in reflecting current regional travel behavior and mobility patterns. The newly proposed study aims to collect accurate and real-world data that reflects recent post-pandemic travel behaviors in the PAG region. Applying this new data into our models will provide contemporary insights on how the transportation sector impacts air quality and equity. Having this knowledge will better guide our regional transportation planning efforts to minimize impacts.

The overall insights gained from this study will be integral to various aspects of regional planning including transit, Title VI discrimination prohibition compliance, and air quality conformity. By collecting updated and comprehensive data on household travel behavior, this project supports PAG's efforts to meet federal short- and long-range transportation planning requirements of the Transportation Improvement Program (TIP) and Regional Mobility and Accessibility Plan (RMAP). Additionally, the study results will help fulfill modeling and data requests from PAG member jurisdictions with the newest data, enabling the completion of a range of traffic studies and projects.

Updated and accurate data collected by this study will serve as the cornerstone of PAG's travel demand models, which include a new activity-based model. The study will include an evaluation of existing supplemental data and an examination of air quality and sustainability aspects. Design and implementation of the study will allow for an in-depth understanding of how regional residents move in their daily lives. The study will include 5,000 household travel surveys broken down into 4,200 randomly sampled households and 800 additional household travel surveys used to specifically target households that include transit riders, households with a student attending the University of Arizona, and households with a student attending Pima Community College.

PRIOR BOARD AND/OR COMMITTEE ACTION

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

The Regional Council reviewed this item at its April 4, 2024, meeting and tabled it until the May 30, 2024, meeting to allow for additional information to be provided to the Regional Council. Attached is additional information as requested to address how these efforts will be implemented as required by law.

A summary of feedback provided by individual PAG committee members is also attached.

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 of the OWP in line with the ADOT CRP-eligible projects list.

Attached is also a memo from PAG Legal Counsel addressing the legal framework necessary to ensure compliance with federal and state regulations for implementation of the carbon reduction planning efforts.

ATTACHED ADDITIONAL BACKUP INFORMATION

The scope of work for the contracted services is attached.

Memo from PAG Executive Director – May 30, 2024

Memo from PAG Legal Counsel – May 7, 2024

Summary of Committee Member Feedback

Staff Contact/Phone	<p>Farhad Moghimi, (520) 792-1093, ext. 4420</p> <p>David Atler, (520) 792-1093, ext. 4443</p> <p>Hyunsoo Noh, (520) 792-1093, ext. 4457</p> <p>Yunemi Jang, (520) 792-1093, ext. 1458</p>
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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 100 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 5,000 household travel surveys broken down into 4,200 randomly sampled households and 800 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 and Analysis 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 and WSP Team will analyze the data and prepare the report including travel behavior changes, i.e., VMT change, transit mode shift, telework participation, trip frequency changes from 2009 and air quality impact. Before the ETC and WSP 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: 5/24/2024 – 6/30/2025 (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 and Analysis of the Survey	Task 7: Documentation
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							
Jun-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

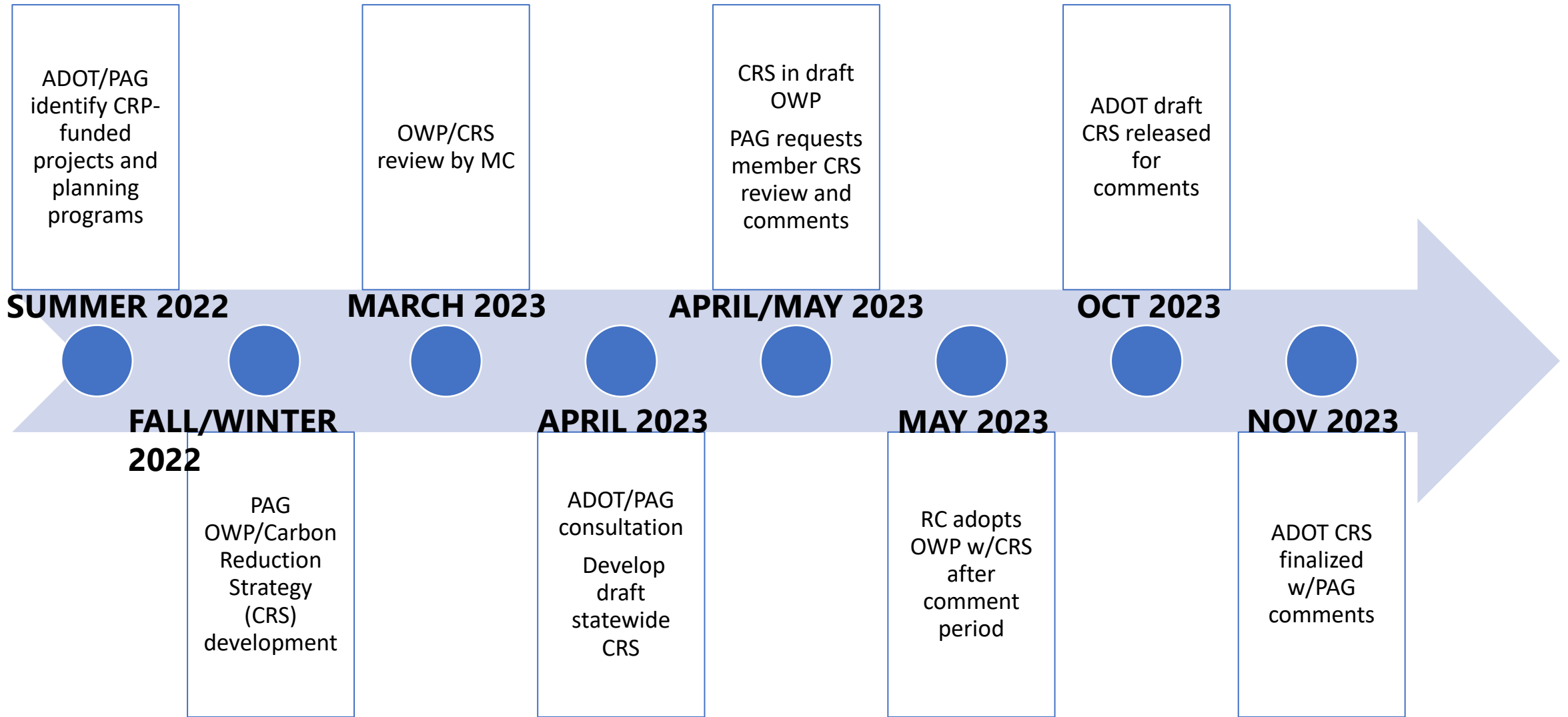
**Total Hours by task includes additional personnel (see Attachment A2).

Budget by Task/Team(Key Personnel)

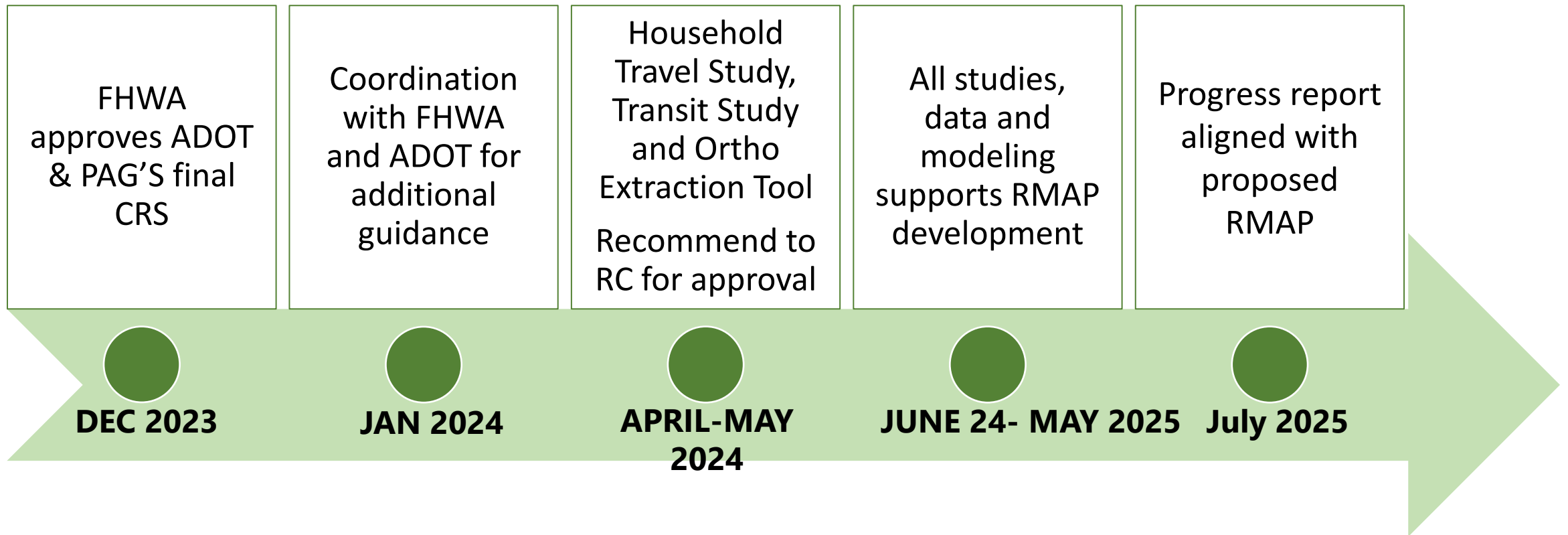
Task	Chris Tatham-ETC	Nick Jones - ETC	Dave Ory - WSP	Sara Khoeini - WSP	Total Budget***
Task 1: Introduction	\$2,251.44	\$5,792.00	\$226.76	\$496.39	\$36,534.22
Task 2: Evaluation of Existing Supplement Data and Integration	\$1,125.72	\$724.00	\$453.52	\$620.48	\$12,418.73
Task 3: Survey Design	\$2,251.44	\$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).

Carbon Reduction Strategies Development Timeline



»» Carbon Reduction Strategies Implementation Timeline



Federal Carbon Reduction Program and PAG Carbon Reduction Strategy Relation to Household Travel Study and Assessment Contract, Dial-a-Ride and Microtransit Service Area Analysis Contract and Orthophoto Feature Extraction Contract to Map Active Transportation Infrastructure

The Carbon Reduction Program (CRP) was established by the Bipartisan Infrastructure Law (BIL) on November 6, 2021, to provide funds for projects designed to reduce transportation carbon dioxide (CO₂) emissions from on-road highway sources (§ 11403; [23 U.S.C. 175](#)). A “project” defined in §1103(a)(3); 23 U.S. Code 101 “means any undertaking eligible for assistance under this title.” CRP-eligible projects are listed in [23 U.S.C 175\(c\)\(1\)](#) and are also detailed in FHWA’s April 21, 2022, [CRP Implementation Guidance](#) memorandum. The guidance memo instructed states, in consultation with MPOs, to develop Carbon Reduction Strategies by Nov. 15, 2023.

Carbon Reduction Strategies are plans developed by states and MPOs that support efforts to reduce transportation CO₂ emissions and identify projects and strategies to cut those emissions. PAG staff worked directly with ADOT staff in the summer of 2022 to identify CRP-funded eligible projects and planning programs. Only upon direct feedback from ADOT did PAG commence with Overall Work Program (OWP) development. ADOT met with PAG staff in April 2023 to discuss the CRP in general and development of the statewide plan to include ADOT and PAG CRP strategies. That spring PAG committees reviewing the draft OWP included TPC, EPAC, Management and Regional Council.

PAG’s carbon reduction strategies were reviewed by PAG Management Committee for comment in March 2023 prior to Regional Council’s approval of the OWP in May 2023. PAG received only one comment on the OWP but it was unrelated to the draft proposed CRP-funded projects. PAG’s CRP strategies contained in the OWP were proposed for inclusion in the statewide plan and were again reviewed by PAG Regional Council for comment in October 2023, with no comments being received. The consultant-supported planning efforts detailed today are part of PAG’s adopted Carbon Reduction Strategies and were included in the final draft of [ADOT’s November 2023 Carbon Reduction Strategy \(CRS\)](#) (relevant portions attached). Chapter 3 of ADOT’s CRS details the public engagement process followed, with public review comments included in Appendix B.

In April 2023, the FHWA, FTA and ADOT conducted a federal certification review of PAG that included the draft FY 2024 and FY 2025 OWP. PAG’s [OWP for FY 2024 and FY 2025](#) was approved by the PAG Regional Council in May 2023 and received subsequent approval from ADOT, FHWA and FTA. The OWP is incorporated into PAG’s contract with ADOT. The OWP includes each of the PAG planning activities supported by the federal CRP, as well as Regional Council budget approval for consultant-supported efforts.

PAG requests Regional Council approval to execute contracts for the following three data collection and analysis efforts approved in the current OWP. These efforts are integrated into and complementary to the region's long-range planning efforts, creating long-term impact on PAG processes and will work in combination to provide optimal reduction of transportation carbon emissions as outlined by PAG's planning activity goals for carbon reduction.

- Household Travel Study and Assessment
- Dial-a-Ride and Microtransit Service Area Analysis
- Orthophoto Feature Extraction to Map Active Transportation Infrastructure

Under the federal Infrastructure Investment and Jobs Act (IIJA), and in the noted discussions and agreements with ADOT, FHWA and FTA, these types of studies and activities are eligible for CRP funding per 23 U.S. Code § 175(c) and will collect necessary data to support IIJA's mandate to incorporate a carbon reduction emphasis into the region's long-range transportation plan. As you know, PAG is required to prepare and update a long-range regional transportation plan as a federally required metropolitan planning organization.

Without the availability of the CRP grant funds, PAG's ability to gather additional data and conduct subsequent analysis would be difficult since all available federal funds have been substantially allocated to RTA projects. Fortunately, the CRP grant can be applied directly to PAG's foundational efforts as approved by FHWA, ADOT and the Regional Council to help develop the most effective long-term planning initiatives.

The Household Travel Study and Assessment has not been conducted since 2009 and is overdue as the basis of travel demand model assumptions for the modern conditions of our region. Regional transportation infrastructure planning is an informed and deliberate process that requires data collection and analysis for selection of the most effective and appropriate projects. This comprehensive update to the understanding of household travels patterns and choices in our region is connected with other CRP-funded projects already underway, including the Activity-Based Model (ABM) Exploratory Tool, Dynamic Traffic Assignment (DTA) Model Update and Traffic Count Program.

The Dial-a-Ride and Microtransit Service Area Analysis and Orthophoto Feature Extraction to Map Active Transportation Infrastructure efforts have never been endeavored by PAG and are new components in our strategy to shift regional travel toward lower carbon intensive modes of transit and active transportation. These efforts will complement and enhance other CRP-funded projects approved by the Regional Council that are currently in progress; the Regional Active Transportation Plan and


Multimodal Performance Assessment. The data yielded will also assist in our performance-based planning process by optimizing performance metrics to quantify and track outcomes of transportation goals.

As we develop the 2055 RMAP, PAG will demonstrate that our region is and will continue to be in full compliance with Justice40 requirements as well. PAG will follow USDOT's [Key Performance Indicators for Equity](#) guidance to determine baselines of funds flowing into disadvantaged communities (DACs) from the CRP-funded program efforts and within the different types of benefit categories: Access; Emissions Reduction; Jobs & Economic Competitiveness; Resilience; and Safety. The Council on Environmental Quality's (CEQ) [Climate & Economic Justice Screening Tool](#) (CEJST) demonstrates that PAG's CRP-funded projects provide required benefits to DAC census tracts across the region.

It's also important to note that the foundational data we will obtain in the OWP-approved studies and activities will be used to help determine, in collaboration with our members, the best possible long-term solutions we can implement so we remain in air quality attainment for such consequential federal standards as ozone.

Date May 30, 2024

To: PAG Regional Council Members

From: Farhad Moghimi, Executive Director 

Cc: Thomas Benavidez, Legal Counsel

Re: Implementation of Adopted CRP Strategies

Ensuring requested funding activities align with goals and objectives of PAG's adopted Regional Mobility and Accessibility Plan (RMAP) is crucial to our long-range regional transportation planning efforts while meeting fiscal constraints.

Pima Association of Governments (PAG) is the state-designated air quality planning organization and federally required Metropolitan Planning Organization (MPO). In compliance with both federal and state laws, PAG develops and analyzes plans to ensure the region maintains healthy air quality.

In coordination with our air quality planning partners and partner agencies such as Maricopa Association of Governments, we are equally concerned with potentially becoming a non-attainment air quality area due to inconsistencies in federal Clean Air Act (CAA) attainment standards.

Governor Hobbs in fact, along with three other Western state governors, sent a letter to President Biden on April 23, 2024, asking for better coordination between federal and state regulations related to emission reduction strategies to avoid any potential sanctions against these respective states due to nonattainment.

The letter states: ***"As the transportation sector is key to reducing emissions and given the limitations on states' authority to regulate mobile sources and interstate commerce, proper transportation planning is one of the few effective tools at the disposal of the state to reduce emissions from this sector."***

As allowed under federal law, Carbon Reduction Program funds can be applied to the region's foundational planning efforts to collect updated and accurate data that will guide our long-term planning efforts and identify areas of need for carbon reduction efforts.

Without establishing a baseline of data to use for planning purposes, prematurely selecting projects will rely on out-of-date data and result in projects that may not be measurable or as effective in reducing carbon emissions to bring the best possible return on the region's investment.

PAG's planning efforts will establish a data-driven foundation and a federally compliant long-range plan with performance measures, enhancing the competitive advantage for securing additional federal grants through the federal IIJA and its subsequent iterations.

This reliance on accurate data mirrors PAG's successful facilitation of Highway Safety Improvement Program (HSIP) grant applications, which have consistently brought millions of dollars to the region in recent years.

Funding individual projects without a mechanism to measure their impact on carbon reduction program goals and lacking the prerequisite project selection criteria to be outlined in terms of performance measures in the updated RMAP is akin to assembling disjointed puzzles, knowing they will not form a coherent picture.

Smaller towns and tribal communities greatly benefit from regional efforts that pool resources. Utilizing funds earmarked for planning, as allocated by the IIJA law to the MPOs, serves the entire region.

Data-driven planning efforts adhere to the legislative intent of the Carbon Reduction Program and strive to benefit every member jurisdiction in compliance with the Justice40 objectives.

Feedback from the FHWA and ADOT to PAG underscores the pressing need for the regional planning and tools that PAG can provide, since no single entity possesses the resources for such comprehensive planning initiatives.

For entities with resources to compete for funding, other federal competitive grant programs are available for pollution reduction efforts. For instance, PAG has recently supported Pima County with grant applications totaling over \$100 million for various pollution reduction projects.

To ensure successful long-term planning efforts for the region, it is paramount to support PAG's need to enhance its capacity for data collection, mapping, and analysis tools. Access to quality data will lead to advanced planning and modeling to better manage the needs of a growing region. Overall, through regional collaboration and data-informed decision-making, we can make our region more economically competitive as well.

Under recent federal court rulings, the Federal Highway Administration lacks authority to require the state of Arizona to set any greenhouse gas (GHG) reduction or carbon reduction targets without explicit legislative approval.

In adherence to the federal court rulings, and the existing Arizona Revised Statute 49-191, which also prohibits the state from adopting or enforcing GHG or carbon reduction targets without legislative approval, PAG has halted all initiatives associated with addressing any specific GHG reduction targets in order to remain in compliance with the laws.

In the meantime, however, we can confidently state that failure to implement PAG's approved FY 2024 and FY 2025 Overall Work Program strategies will carry significant contractual and financial implications for PAG and the region, particularly relating to the integration of OWP strategies into the required long-range transportation plan, or RMAP, currently under development (See attached memo from PAG's Legal Counsel).

Failure to proceed with PAG's adopted carbon reduction strategies (*non-target specific*) as ratified by the PAG Regional Council in May 2023 would result in non-compliance toward:

- meeting our federal long-range transportation planning requirements
- meeting our July 2023 contractual obligations with the Arizona Department of Transportation
- meeting the state's Carbon Reduction Plan strategies approved by the FHWA in November 2023
- meeting the state Auditor General's recommendations for enhancement of data-driven performance measurements

Finally, we risk a potential loss of federal funds in FY 2024 if we do not meet our federal planning obligations. Again, such a loss would be a detriment to the entire region.

BENAVIDEZ LAW GROUP, P.C.
AN ARIZONA LAW FIRM

Thomas A. Benavidez, President

Elisabeth I. Benavidez

Joeli P. Secrest, Paralegal & Office Manager

Dawn M. Nickel, Paralegal

To: Mr. Farhad Moghimi

From: Thomas Benavidez

Re: PAG's Authority with Respect to Greenhouse Gas Emissions

Date: May 7, 2024

CC: Regional Council Members

LEGAL MEMORANDUM

ISSUE PRESENTED

This memorandum addresses the scope of PAG's legal authority with respect to greenhouse gas emissions planning and reduction.

FOUNDATIONAL POINTS AND AUTHORITIES

1. **Introduction.**

PAG's Core Mission

PAG's mission is to: "build consensus among its members and the public on regional planning for transportation, water quality, air quality and economic vitality." Consistent with its core mission, PAG facilitates coordination, cooperation, data development, information sharing and sound decision-making related to planning and issues that cross jurisdictional boundaries, such as air quality, water quality, transportation, urban growth, economic vitality and human services.

PAG's State and Federal Designations

PAG was designated by the Arizona Governor in 1973 as the metropolitan planning organization (MPO) for transportation planning in Pima County. PAG was also designated by the Arizona

Governor to serve as the principal planning agency for air quality and water quality planning in the region. In addition, pursuant to an Executive Order from the Governor, PAG develops population estimates and projections for jurisdictions in the region.

PAG's Dedicated Funding

Consistent with PAG's planning designations and legal mandates, all of PAG's revenue is derived from governmental agencies which provide dedicated funding to PAG for specific work tasks which are the subjects of specific elements of PAG's Work Program, approved by the USDOT/FHWA, through the ADOT, pursuant to grant funding agreements.

The FHWA Arizona Division and FTA Region IX provide regular oversight of PAG's financial planning activities and expenditures to ensure that all federal regulations are meticulously followed by PAG in carrying out its planning mandates and contractual responsibilities. To continue to receive state and federal funding, PAG's activities are subject to periodic review for recertification. In addition, PAG is subject to an annual independent audit of its revenues and expenditures.

2. State and Federal Law Concerning Greenhouse Gas Reduction Measures

Pursuant to A.R.S. 49-191, state agencies are prohibited from establishing or enforcing state or regional programs regulating greenhouse gas (GHG) emissions for the purposes of addressing changes in atmospheric temperature without express legislative approval.

The federal Infrastructure Investment and Jobs Act (IIJA), enacted in 2021, provided funding and exclusively directed states and metropolitan planning organizations (MPOs) to devise strategies for integrating GHG planning activities into their federally mandated long-range transportation plans, as reflected in PAG's adopted FY 2024-25 Overall Work Program (OWP) and Grant Agreement between PAG and the State of Arizona on behalf of the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). Subsequently, Arizona's plan incorporated PAG's strategies and obtained FHWA approval in November 2023, thereby adhering to IIJA requirements.

Most recently, however, a federal district court ruling in Texas struck down the FHWA mandate requiring states to factor GHG emissions into their planning for highway projects. In siding with the state of Texas, which challenged the rule, the court agreed the FHWA lacked the statutory authority to impose this mandate. *Texas v. U.S. Dept. of Transportation, et al.*, No. 5:23-CV-304-H [No. Dist. Tx]. There are also parallel lawsuits filed in other states, challenging the FHWA mandate. The Texas ruling is under appeal, and it may be well over a year before this question is decided with finality.

Presently, PAG is left with following Arizona's statutory ban on regional entities adopting or enforcing GHG emissions programs for the purposes of addressing changes in atmospheric temperature without express legislative approval. It is worth noting that Maricopa County is differently situated due to its historical "nonattainment" status with respect to ozone and air quality.

3. PAG's Green House Gas Emissions Funding

PAG received grant funding under the IIJA for carbon reduction planning. Consistent with its grant agreement with the state, PAG has engaged contractors to undertake studies to collect data necessary to forecast, monitor and maintain air quality conformity for on-road sources of air pollution. Further, PAG will integrate its planning activities into its federally mandated 2055 long-range transportation plans, known as the Regional Mobility and Accessibility Plan (RMAP), which is presently under development.

However, inasmuch as the federal ruling remains very much in question, PAG should remain cautious about spending carbon reduction funds on any other activities other than planning activities in its federally mandated long-range transportation plans, as reflected in PAG's adopted FY 2024-25 Overall Work Program (OWP) and Grant Agreement between PAG and the State of Arizona on behalf of the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA).

As has been discussed on numerous occasions, governing bodies, like the PAG Regional Council, and chief executives, like PAG's Executive Director, must use a high level of care in administering the public's funds and assets. This is the highest standard of care, known as a fiduciary duty. *Op. Atty. Gen.* 75-11. This is a duty which is owed to the public. Consequently, the PAG Regional Council must closely scrutinize its expenditures to ensure they are consistent with enabling legislation and that they realize maximum benefit for the public. Thus, as it concerns GHG emissions, PAG must ensure that its future expenditures of state and federal monies are meticulously consistent with legal mandates.

CONCLUSION

Please let me know if you have any specific questions or if you would like further analysis of this subject.

Summary of committee member feedback on three proposed contracts that will support carbon reduction planning efforts

Introduction

Members of the Transportation Planning Committee (TPC), the Environmental Planning Advisory Committee (EPAC) and its Air Quality Subcommittee (AQS) at their latest meetings discussed three carbon reduction planning efforts slated for contract awards.

Only a few voting members from each committee gave comments. Opinions varied, reflecting a range of perspectives on the planning opportunities.

TPC Meeting Summary

Out of **12** TPC voting members present:

In Favor: 2 members spoke in favor of the planning efforts.

Another 2 members agreed with the merits of the efforts but questioned the possibility of using other funding sources.

Opposed: 1 member opposed the planning efforts.

EPAC joint AQS Meeting Summary

Out of **13** voting members present:

In Favor: 2 members spoke in favor of the planning efforts.

Another 1 member agreed with the merits but commented on why other funding sources could not be used.

Opposed: 1 member (same member who also serves on the TPC) opposed the planning efforts.

Comments/opinions shared by individuals during the Environmental Planning Advisory Committee (EPAC) /Air Quality Subcommittee (AQS) meetings:

Household Travel Survey and Assessment Contract

Natalie Shepp, PDEQ, EPAC & AQS Member:

- Requested background on the Regional Council's request to put this before AQS and EPAC. Doesn't think it is worth the money. Will it result in carbon reduction?

How does air pollution modeling relate to GHG reduction? Would rather support on-the-ground measures than data-gathering.

- Recommend regional process to develop measures. Not the right process. Requested 30 days to review and develop feedback.

Christina McVie, Tucson Audobon Society, EPAC Member:

- How do GHG reports inform these studies? Is there duplication of effort? What about the City of Tucson transit study or other potential data sources? Decisions made by employers, not employees. How will funds reduce carbon? Committees were given a limited timeline to review these agenda items.

Charles Stack, Town of Oro Valley Citizen Representative:

- Most people don't check tire pressure regularly. Add survey question about tire pressure checks.

Dial-a-Ride and Microtransit Service Area Analysis Contract

Paula Bluemer, Town of Marana, EPAC Member:

- What is the difference between dial-a-ride and microtransit?
- Have we looked at other similar services offered by private entities and non-profits? Opportunities to coordinate with these entities to reduce trips and duplication of effort?

Natalie Shepp, PDEQ, EPAC & AQS Member:

- How does door-to-door service reduce carbon? Doesn't support this measure. Justice40 analysis required for funding, and this is not happening through the committees. Would prefer to discuss at committees, not just be informed after decisions have already been made.

Michael Catanzaro, City of Tucson, EPAC Alternate Member:

- Has GHG reduction analysis been done for these types of services?

Orthophoto Feature Extraction Contract to Map Active Transportation Infrastructure

Christina McVie, Tucson Audobon Society, EPAC Member:

- Is there an ability to differentiate between pervious and impervious surfaces?

Natalie Shepp, PDEQ, EPAC Member:

- How will this reduce carbon from the transportation system? How are orthophotos funded? Can this effort be funded by the same source? Support for on-the-ground measures. Data is important for planning but doesn't believe that is the purpose of these funds. No Title VI/Justice40 analysis?

Charles Stack, Town of Oro Valley Citizen Representative, EPAC Member:

- One potential benefit is that ascertaining tree cover could help the City to achieve tree planting goals.

Paula Bluemer, Town of Marana, EPAC Member:

- PAG tree canopy data already exists (2018). Could that be used to implement carbon reduction measures?

Summary of comments/opinions shared by individuals during the Transportation Planning Committee (TPC)

Orthophoto Feature Extraction Contract to Map Active Transportation Infrastructure

Sam Credio, City of Tucson, TPC Member:

- Inquired what the value of the contract was and what would happen to any remaining funds. Members were informed the contract was \$413,000 and a vote by the Regional Council would need to take place to reallocate any funds to other projects should this project be completed under budget. The project could spend up to the maximum amount approved in the contract.
- Questioned why the funding was separate. Members were informed that each required different expertise and a separate technical effort. Mr. Credio asked how data extraction would help with carbon reduction. Ms. Mier-Welborn explained that the project would encourage usage of bicycle and pedestrian modes through increased safety elements, and the data gathered would be incorporated into plans and could be utilized for project selection.
- Asserted that the committee preferred to provide more input into the selection of CRP-funded activities selected for inclusion in the current OWP to allow for the potential of fund use for built infrastructure or increased transit service versus planning efforts.

Katherine Skinner, Pima County, TPC Member:

- Asked if funds allocated in the current fiscal year could be used for the data extraction, or if it would take both this fiscal year and next fiscal year's funding to complete the contract. PAG Director of Strategic Planning, Programming and Policy Jamie Brown explained that the funds were approved by the Regional Council for both of those years. PAG is allowed to carry over funds from the first fiscal year to the second fiscal year of the Overall Work Program. Mark Hoffman shared that it was a two-year work program and limited funding was available under the current ledger for each funding program. The PAG FY 2024 budget amount was dedicated in the PAG Overall Work Program, and the estimated cost of what was anticipated had been based on the funding approved.
- Asked for clarification on how the projects are shown in the OWP vs. the federal ledger and how funds are spent from year to year. She asked if line items could be changed and if it was tied to the total or specific line item. Mr. Hoffman explained line items could be changed if they did not go over their specific amounts, and the current project was line item specific; any changes would have to be made through an amendment since the OWP was approved by the Regional Council as well as by federal and state funding partners.
- Requested consideration by PAG for TPC input into use of future CRP funds and consideration by Regional Council for inclusion of performance measures in project selection for the TIP and RMAP.

Natalie Shepp PDEQ, TPC Member:

- Referenced the FHWA CRP guidance document referencing the term "project" and asserted that the intention of CRP funds is to build features such as sidewalks, bike safety features and shade for transit users, and it is not appropriate for PAG to use funds for planning. Dustin Fitzpatrick cited the guidance document section which provides for planning activities as eligible activities.
- Projects do not reduce GHG emissions from the transportation system; the funding does not align with the guidance at all; consultation/coordination with underserved communities and jurisdictions did not happen at all.

Heidi Lasham, Town of Marana, TPC Member:

- Commented in support of the use of CRP funds for the presented planning efforts as good practice that will result in informing appropriate project selection regionally in the future.

Jose Rodríguez, Town of Oro Valley, TPC Member:

- Commented he agreed with the use of CRP funds for planning efforts to inform where and which projects, such as sidewalks and bike lanes, are most effective

and to fill gaps regionally. He conveyed that planning preparation prior to project implementation is the normal process and stated that his jurisdiction relies on PAG for planning efforts to a greater degree than Pima County and City of Tucson.

Paul Casertano, Pima County, Non-Member:

- Commented that the timing of the current CRP-funded projects would not allow for inclusion in the next RMAP. He also expressed interest in consideration for use of funds for jurisdictional projects and relayed that the appropriate time for feedback on CRP projects was when the projects were selected for inclusion in the OWP.

Dial-a-Ride and Microtransit Service Area Analysis Contract

Sam Credio, City of Tucson, TPC Member:

- Inquired how Sun Tran and Sun Van would be incorporated into the study. Members were informed that connections and regular input from consultants and jurisdictions would be used throughout the course of the project to determine where services would be most beneficial and how existing services could be made more efficient. Mr. Credio questioned what the cost of the project was. Members were informed the total contract was \$900,000, with \$250,000 of those funds being from the ADOT-awarded grant.
- COT Comprehensive Operational Analysis was <\$600k, so why is PAG study cost higher? Mike Iswalt of Kimley-Horn responded and reviewed the project scope and tasks; mobility needs assessment of countywide dial-a-ride/microtransit areas to identify opportunity zones, intensive analysis of various traffic and model data sources, find where needs are greatest and where those zones are located, significant outreach process to underserved communities, two rounds of meetings each with six public workshops, first round informs how microtransit works and its benefits and scenarios for deployment, second to solicit feedback on specific opportunity zones and service areas, then modeling and calculation of operating costs for each identified area and then planning and implementation component for each service, assessments of existing dial-a-ride services, more public outreach, Title VI analysis, safety assessments, evaluation of how microtransit and dial-a-ride are integrating with other transit services.
- How will study recommendations be implemented? Preston: Final task includes providing recommendations to PAG and jurisdictions, highlight areas where microtransit is better option than fixed route, recommendations for improved technology for easier ride booking. Will recommendations come back to TPC? Preston: Task 1.3 involves a technical working group to include PAG/RTA staff and

jurisdictions to provide recommendations and guidance in the plan development process.

- Thinks \$900k is a lot of money to spend on the study. There is value in regional understanding on how to use microtransit but concerned about cost when compared to regional COA.

Natalie Shepp, PDEQ, TPC Member:

- Does Dial-a-Ride only pick up a single rider at a time and bring them to their destination? Preston: No, it's similar to carpooling where several riders are picked up along a route and brought to a destination with the intent of consolidating trips and reducing single occupancy vehicle trips.
- Finds it hard to believe that VMT will be reduced. Is there an air quality analysis being done? Preston: Yes, SOW, Task 1, Page 1 breaks out key performance metrics to be analyzed including VMT and GHG emissions.

Katherine Skinner, Pima County, TPC Member:

- Is KH contract exactly the full \$750k allocated amount identified in OWP? Hannah: KH contract is \$700k and Vail/Picture Rocks grant is \$200k for total contract of \$900k. Do we know difference in amount of CRP contracts and CRP in OWP that might be available to put toward other CRP projects? Jamie: OWP represents funding cap and change orders or other cost changes have to be taken into account. If there are extra unused funds, then an evaluation would be done to decide if funds carry over or are released for a call for projects.

Jose Rodríguez, Town of Oro Valley, TPC Member:

- Who's responsible for bringing contracts to the Regional Council? Jamie: Management Committee and Regional Council.
- What is MAG doing with CRP funds; are they using for studies or projects? Dustin: Believes MAG proposal to their Management Committee was to put half of their \$50mil+ CRP funds toward a study of utilizing zero emission electric and hydrogen buses and half toward efforts in their Transportation Electrification Plan.

Paul Casertano, Pima County, Non-Member:

- Asked how many dial-a-ride and microtransit users there were and in portion of total transit users are there. Members were informed that there were four separate general dial-a-ride service areas: Ajo, Oro Valley, the Green Valley/Sahuarita area and the Avra Valley/Marana area. Mr. McLaughlin explained close to half of all public transportation trips in Oro Valley are dial-a-ride; there were up to 1,100-1,500 trips per month in Ajo, 800-900 in Green Valley/Sahuarita and 500-600 in the Marana/Avra Valley area. Members were informed

microtransit was more conducive for the lower density, rural areas. Mr. Casertano inquired why a small percentage of transit users was targeted. Mr. McLaughlin explained that as a regional planning agency, it was important to provide some form of public transit to those communities in need of public transportation.

- Will targets be set for trip reduction for dial-a-ride service? Preston: SOW contains element to analyze reduction of SOV trips. Will there be a goal to increase trips in service? Preston: Yes, plus there will be an evaluation of options to use hybrid and electric vehicle for the services.
- Funds identified in OWP are encumbered by the individual projects and would require an OWP amendment to change.
- Comprehensive review of other MPOs shows vast majority have released call for projects to align with purpose of CRP to reduce transportation emissions.

Household Travel Study and Assessment Contract

Natalie Shepp, PDEQ, TPC Member:

- Why has it been 15 years since PAG has done a household travel survey? Dr. Hyunsoo Noh: explained requirements of study capturing 1% of regional households, which equates to over 4,000; 10-year interval is recommended but delays have ensued following Covid-19 pandemic, and funding needs to be available.
- Why would PAG's Travel Reduction Program survey not be used to evaluate telework? Dr. Noh: TRP survey does not collect refined data such as income levels and provides important data but does not include any worksites that employ less than 100 employees.
- What Justice40 analysis was done to ensure that funds are going to benefit 40% of the low income communities in Pima County? Dr. Noh: specific location data has not been selected and will be identified during the study and assessment. Natalie: analysis was supposed to be done before money was spent.
- Will air quality analysis with air quality model be done to provide emissions data? Dr. Noh: It will be conducted after data collection when inputs and outputs are updated and new analysis can be conducted using the MOVES model (EPA Motor Vehicle Emission Simulator) to provide greenhouse gas emissions data and emissions inventory data.
- Does not support use of CRP funds for this project, doesn't believe FHWA guidance document process was followed.
- The contractor is proposing a random sample and not a representative sample, why? Dr. Noh: Random sample can target certain areas or population groups; to represent age groups, incomes, etc. sample must

be random to ensure regional representation. Natalie: PDEQ conducts a phone interview of 500 people which ensures certain ZIP codes and demographic regions are reached to get a representative sample, so doesn't agree with random sampling approach. Dr. Noh: Random sampling method is utilized nationally for these types of studies.

Jose Rodríguez, Town of Oro Valley, TPC Member:

- How is the 4,200 households arrived at for the study? Dr. Noh: PopTech input, PAG data science team population and employment projections; jurisdictional building permit data regarding households, along with Census data to arrive at 420,000 households from which 1% sample size is derived.
- His position is that PAG collects data that is used for project selection in the region, thinks studies can inform performance measures and show where to put in bike lanes and sidewalks, to understand different transportation mode use, how people travel and commute, and help with future performance measure evaluation. Would like to see projects but agrees with first step of planning for projects.

Sam Credio, City of Tucson, TPC Member:

- Will this project come back to TPC for input? Dr. Noh: Yes.

Katherine Skinner, Pima County, TPC Member:

- This was a need of PAG pre-CRP funding. Seems like a choice of opportunity to use CRP funding versus STP funding or increase in other planning funding. Doesn't know if it's best use of funding. What is expected total of CRP funding for PAG region? Paul: He identified as \$11.5 million. Katherine: How much has been encumbered though OWP and contracts? Katherine: \$6.3 million shown in current OWP, so \$5 million left unused. Recommends full PAG committee input such as AQS and EPAC on use of remaining future CRP funding and that funds be open to calls for projects.
- Great to create goals and performance measures but direction from Regional Council not provided to use performance measures in project selection.

Heidi Lasham, Town of Marana, TPC Member:

- Town of Marana agrees with use of CRP funds for planning purposes as proposed.

Dan Gabiou, FHWA, TPC Member:

- These projects have been identified and considered eligible by FHWA through ADOT's processes. Consider future agenda item for future CRP and performance-based programming.

Paul Casertano, Pima County, Non-Member:

- Will new baseline data from this study not be available for the next immediate RMAP? Dr. Noh: RMAP is updated every four years and the updated model data would be used for the future RMAPs when available.
- How will seasonal winter and summer travel patterns be accounted for? Dr. Noh: Seasonal impacts are reduced by collecting data in fall or spring. Paul: Doesn't seem this project will reduce transportation emissions; aware of need for this study being involved internally at PAG previously.
- Request EPAC and TPC chair be the ones to convey summary of recommendations and summary. This is first time TPC has seen projects or asked to provide input on CRP funding, despite requests in the past. Committees were advised on use of CRP funds. April 6, 2023, memo informed CRP was added to OWP. Doesn't agree with CRP project selection process, asserts didn't follow CRP guidance requirements, or PAG approach toward carbon emissions.

Communication #3814

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

Meeting	Meeting Date	Agenda Category	Agenda Item #
Regional Council	May 30, 2024	Action	9

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 to evaluate transit mode-shift opportunity with the amount not to exceed \$900,000.

ASSOCIATED OWP WORK ELEMENT/GOAL

Work Element, 40, Transportation Activities

SUMMARY

Public transit is the most efficient method of transporting the largest number of people with the smallest number of vehicles. This efficiency of the transit mode choice provides for a lower carbon footprint per traveler in comparison to single-occupancy cars and trucks. Established fixed-route transit systems provide service to core metro areas while dial-a-ride services complement the less dense population in outlying areas of the greater Tucson region. Microtransit services utilize smaller transit vehicles and can increase transit ridership even further by connecting outlying areas to the full transit network with a multiple passenger on-demand option.

With this study, PAG strives to increase transit use in the region beyond the established fixed-route system by analyzing and enhancing the current dial-a-ride system in conjunction with identifying opportunities to introduce new microtransit service areas. Higher utilization rates of transit will reduce single-occupancy vehicle travel and translate to decreased carbon emissions in our region. In particular, electric vehicles with charging infrastructure could be used for microtransit services, supporting a further reduction in regional carbon emissions.

This effort aligns with PAG's adopted Long-Range Regional Transit Plan (LRRTP) and Regional Mobility and Accessibility Plan (RMAP) to support expanded transit service options. As the region's designated metropolitan planning organization (MPO) and the

Federal Transit Administration's (FTA) designated transit planning agency, PAG is responsible for studying and identifying transit service needs and opportunities for service expansion. This study is approved in PAG's current [OWP](#) with Carbon Reduction Program (CRP) funding to be completed during FY 2024-25 (\$750,000) and is included in [ADOT's November 2023 Carbon Reduction Strategy \(CRS\)](#). Additionally, PAG has been awarded a transit planning grant from ADOT to develop a comprehensive Transit Planning Study for the Picture Rocks and Vail areas. The grant allows for an enhanced study of dial-ride and microtransit in these two specific areas.

This project includes completion of a comprehensive Microtransit Planning Study that will provide 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 also will consider scenarios with and without RTA Next regional funding.

The study will summarize service planning recommendations for new microtransit zones and improvements to dial-a-ride services, potential 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 service planning analysis will also include an assessment of how the proposed microtransit services could impact mode shift, vehicle miles traveled (VMT) reductions and carbon emission reductions. In the future, electric microtransit vehicles could be used to further reduce carbon emissions with supporting charging infrastructure.

PRIOR BOARD AND/OR COMMITTEE ACTION

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

The Regional Council reviewed this item at its April 4, 2024, meeting and tabled it until the May 30, 2024, meeting to allow for additional information to be provided to the Regional Council. Attached is additional information as requested to address how these efforts will be implemented as required by law.

A summary of feedback provided by individual PAG committee members is also attached. (See item #8 Attachments)

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. If this motion is not approved by the Regional Council, PAG will not be able to accept the 5305 Statewide Transit Planning Grant and will be required to return the full funding.

TECHNICAL, POLICY, LEGAL OR OTHER CONSIDERATIONS

Attached is also a memo from PAG Legal Counsel addressing the legal framework necessary to ensure compliance with federal and state regulations for implementation of the carbon reduction planning efforts. (See item #8 Attachments)

If the motion is approved, the PAG OWP will be amended to reflect the acceptance of the 5305 Statewide Transit Planning Grant.

ATTACHED ADDITIONAL BACKUP INFORMATION

Project scope of services.

Staff Contact/Phone	Farhad Moghimi, (520) 792-1093, ext. 4420 David Atler, (520) 495-1093, ext. 4443 Hannah Oden, (520) 495-1093, ext. 4418
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**Pima Association of Governments (PAG)
Dial-a-Ride and Microtransit Service Area Analysis**

DRAFT Scope of Services for Proposal

Prepared: 05/01/2024

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.ai, 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, to include quantifiable metrics, 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.

Using the findings from Tasks 1, 2, and 3, the comprehensive Microtransit Planning Study will include a comprehensive assessment, to include quantifiable metrics, of how proposed microtransit services, recommended changes to general public Dial-a-Ride services, and additional transit related recommendations could impact mode shift, VMT reductions, and greenhouse gas (GHG) emissions/carbon reductions.

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 #3815

SUBJECT: Orthophoto Feature Extraction Contract to Map Active Transportation Infrastructure

Meeting	Meeting Date	Agenda Category	Agenda Item #
Regional Council	May 30, 2024	Action	10

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 to enhance Regional Active Transportation Plan development and reduced carbon mode shift with the amount not to exceed \$400,000.

ASSOCIATED OWP WORK ELEMENT/GOAL

Work Element, 40, Transportation Activities

SUMMARY

PAG contracted services in January 2024 to develop a Regional Active Transportation Plan (RATP) with the goal of shifting transportation modes from carbon-contributing car and truck travel to the use of zero-carbon emission active modes such as walking, biking, rolling and micromobility options including electric scooters and ebikes. A fundamental element of enabling an active mode shift is identifying the existing and needed networks of sidewalks and paths region-wide to provide adequate capacity for desired service levels. This planning effort is approved in PAG's current [OWP](#) with Carbon Reduction Program (CRP) funding and is included in [ADOT's November 2023 Carbon Reduction Strategy \(CRS\)](#).

PAG regularly tracks and compiles local inventories of active transportation facilities and, as a result, staff understands where the data is incomplete. Accurate and reliable inventorying of active mode infrastructure can be achieved through feature geometry creation automated through machine-learning to detect features, delineate polygons, and classify feature descriptions from PAG's 2023 orthophotography across eastern Pima County's urban area. 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. Increasing zero-emission active modes in our region will translate to impactful carbon reductions,

congestion mitigation and improved air quality.

PAG's adopted Regional Mobility and Accessibility Plan (RMAP) recommends safe and expanded active transportation infrastructure. Consistent regional data is needed to enable an infrastructure connectivity and gap assessment for active transportation. This project will create a comprehensive GIS dataset that can be used to plan for the safety, accessibility, and encouragement of active modes of transportation. Within the project scope of work, PAG, along with the contractor, peer reviewers and project stakeholders, will continue to 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.

Data extraction includes but is not limited to sidewalks, bike lanes, medians, driveways, edge of pavements, and parking lots. Also permissible with CRP funds, the classification will include climate resilience features, such as presence of trees, grass, or unpaved surfaces in the rights-of-way, which can additionally aid local goals to increase shade-tree cover and decrease turf for climate resilience. Classification will also include safety amenities, such as raised medians, and landscape buffers, that encourage bicycle and pedestrian facility usage. Each feature will include descriptive attributes such as width, paint treatment, perviousness, height, vegetation, etc.

This data will be available to members and will support many other data-driven planning efforts within jurisdictional and PAG projects across the region. This data will extend the value of the current orthophoto program as well as further our Green Infrastructure planning and the existing PAG Resiliency Planning Mapping Tool. The data also will support an update to PAG's 2010 regional sidewalk inventory, facilitate improvements to the 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 assist in the development of the RATP in alignment with the region's long-range transportation planning efforts to more effectually increase infrastructure for active transportation by devoting resources to areas of need.

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.

The PAG region is developing a foundation for increasing its multimodal transportation options and transit 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 of the FY 2024 and FY 2025 PAG OWP approved, May 25, 2023.

Dec. 7, 2023, Carbon Reduction Strategies Update.

The Regional Council reviewed this item at its April 4, 2024, meeting and tabled it until the May 30, 2024, meeting to allow for additional information to be provided to the Regional Council. Attached is the information as requested to address how these efforts will be implemented as required by law.

A summary of feedback provided by individual PAG committee members is also attached. (See item #8 Attachments)

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.

Also attached is a memo from PAG Legal Counsel addressing the legal framework necessary to ensure compliance with federal and state regulations for implementation of the carbon reduction planning efforts. (See item #8 Attachments)

ATTACHED ADDITIONAL BACKUP INFORMATION

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

Staff Contact/Phone	Farhad Moghimi, (520) 792-1093, ext. 4420 Dave Atler, (520) 792-1093, ext. 4443 Jeanette DeRenne, (520) 792-1093, ext. 4477 Mead Mier-Welborn, (520) 792-1093, ext. 4464 Dustin Fitzpatrick, (520) 792-1093, ext. 4417
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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

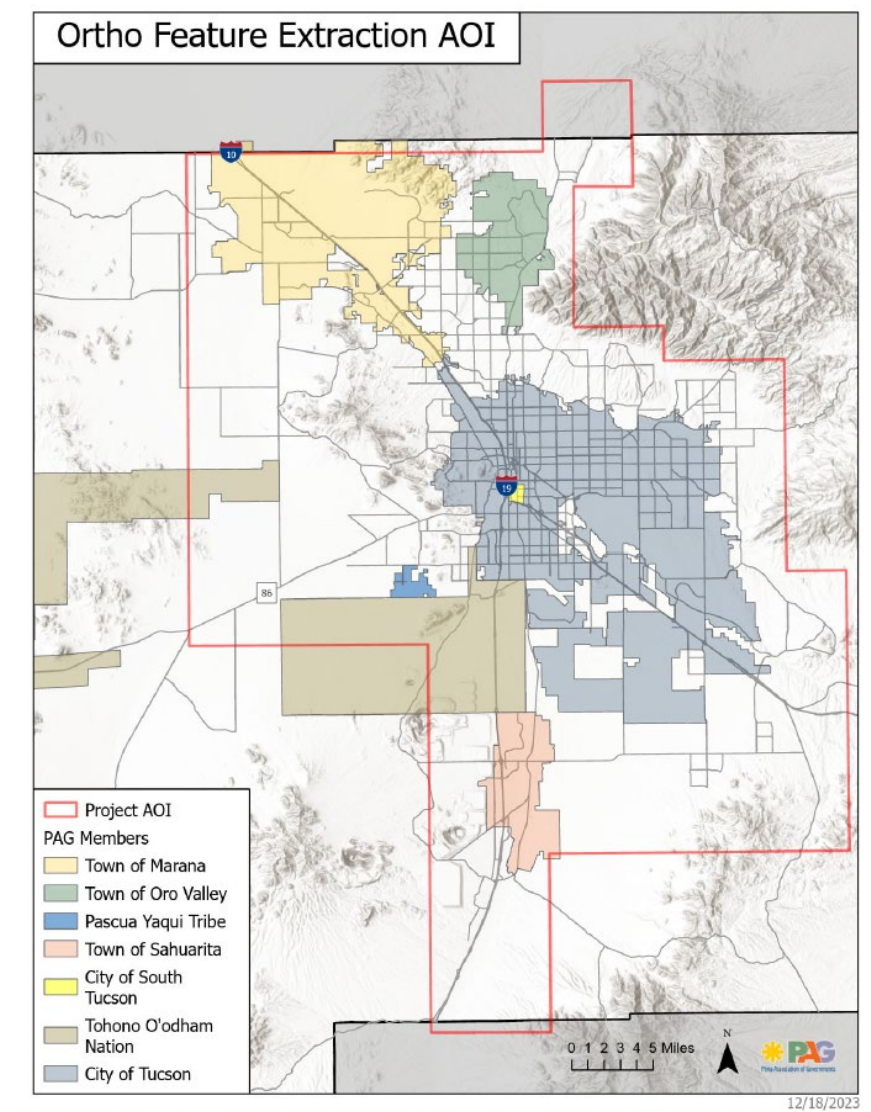
Data shall be delivered as attributed shapefiles or as a geodatabase accessible and downloadable via Dropbox or another suitable file transfer system compatible with PAG. Data will be in vector feature classes including all point, polygon and line versions of the features. Files shall be named clearly.

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

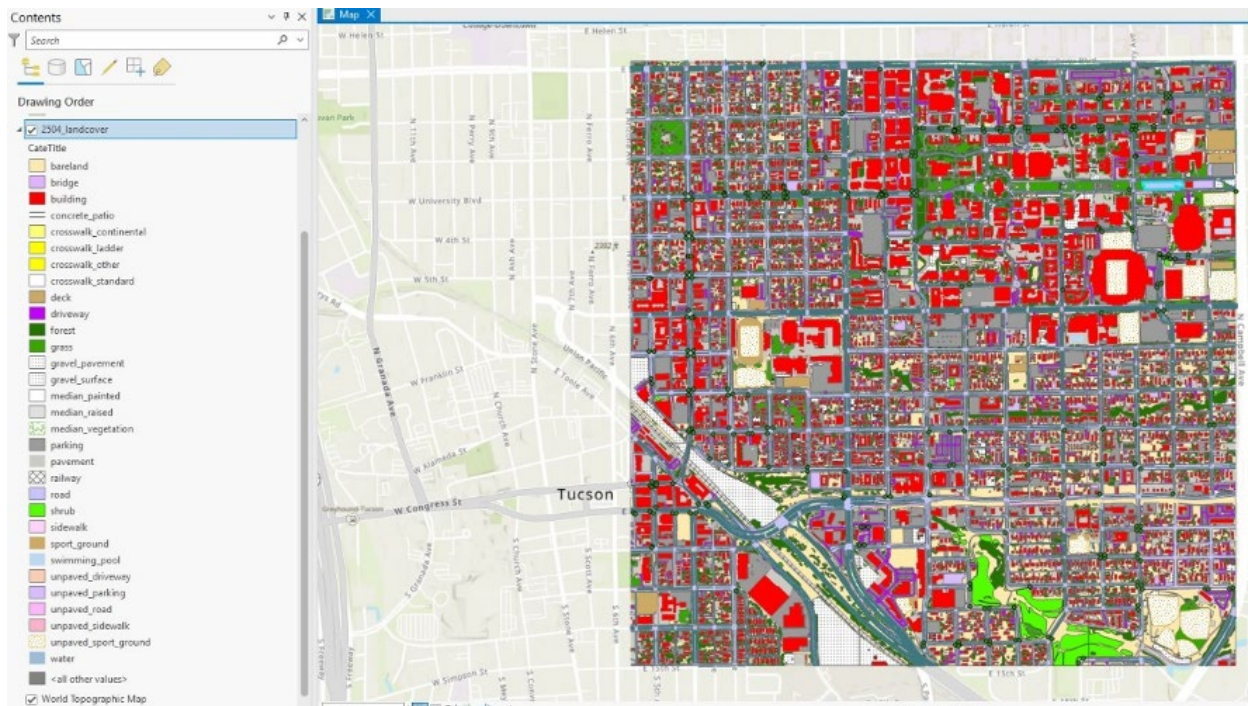
Task 2. Feedback Meetings

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.

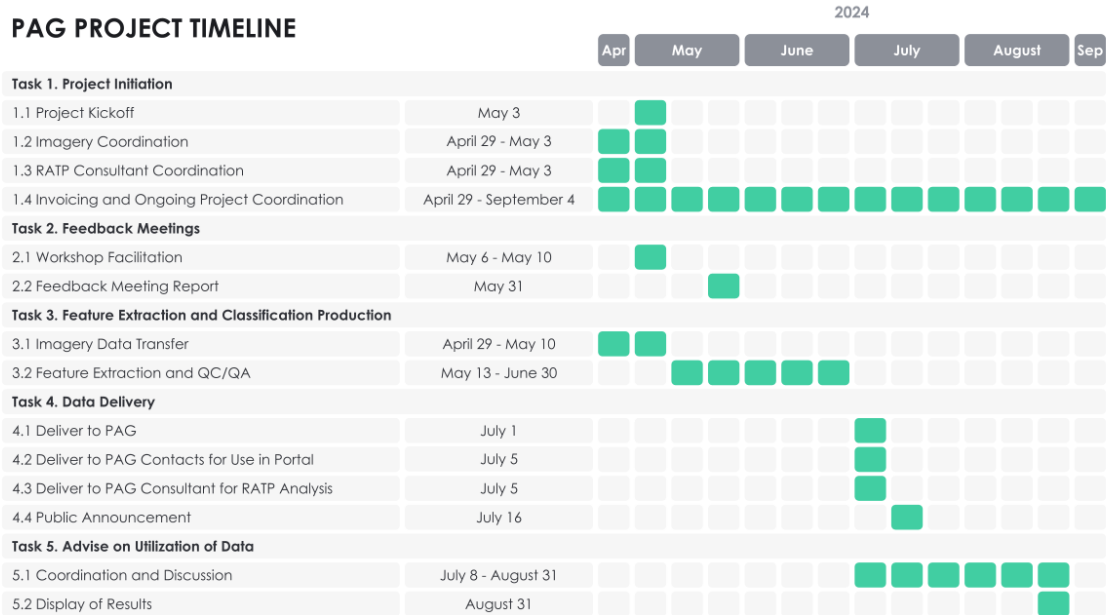
Comments from the PAG project manager will be incorporated into the deliverable by the CONTRACTOR, before it is distributed for external review. Comments received during the external review process will be incorporated into the final drafts.

- 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.

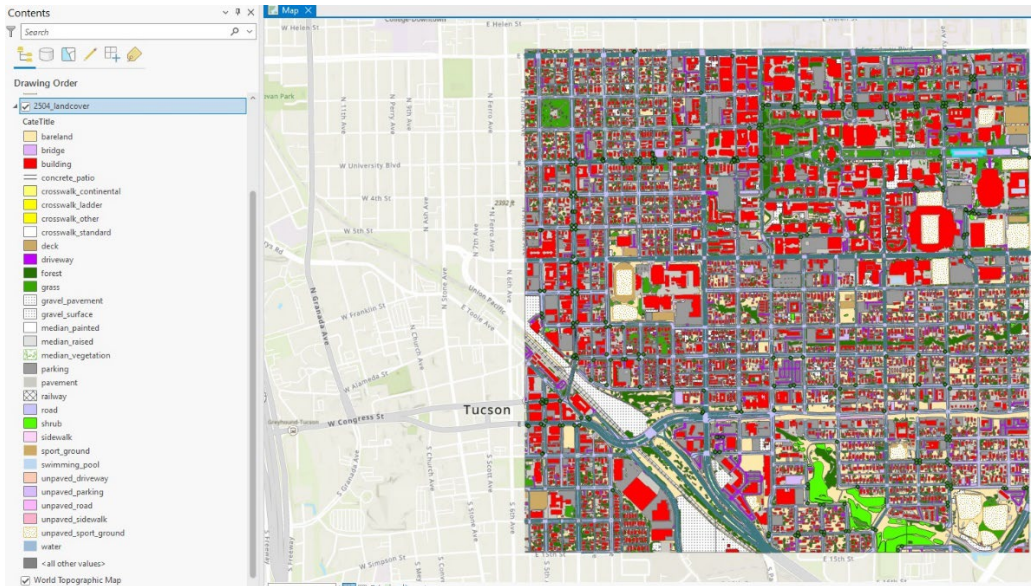
This project was approved for use of CRP funds by ADOT and was approved in the PAG OWP. Ultimately, the data combined with overlay analysis will help PAG assess urban infrastructure gaps. We will be able to pair infrastructure gaps with transportation needs for data-driven goal-setting and performance 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 Hexagon 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.

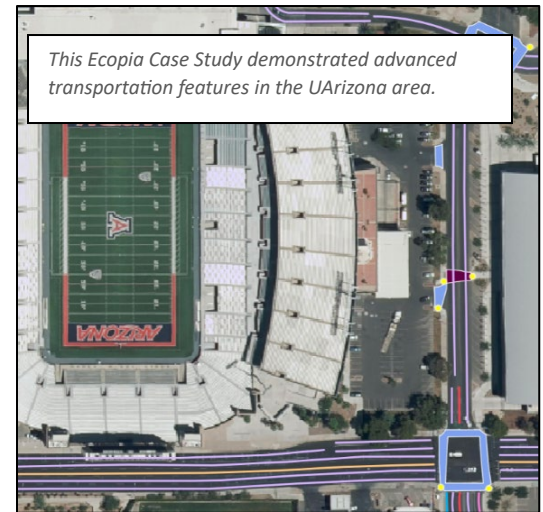
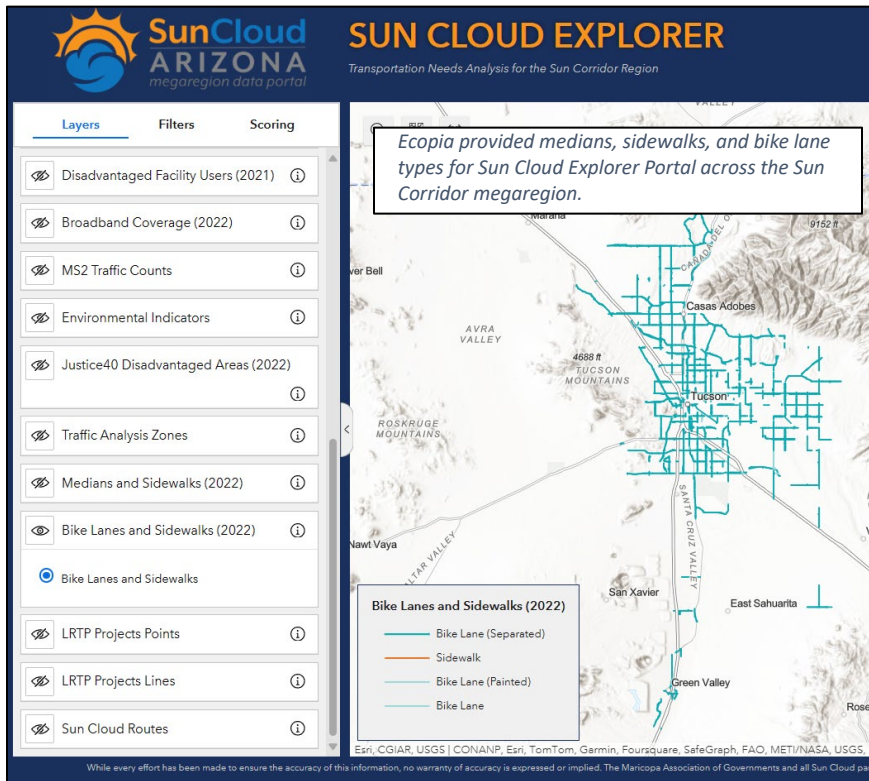
The estimated fee for processing the entire Tucson metro area is roughly \$256K for the initial extraction and roughly \$139K for each subsequent extraction or less if purchasing multiple years at a time. Subsequent extractions of the data allow trend analysis and comparison.

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.

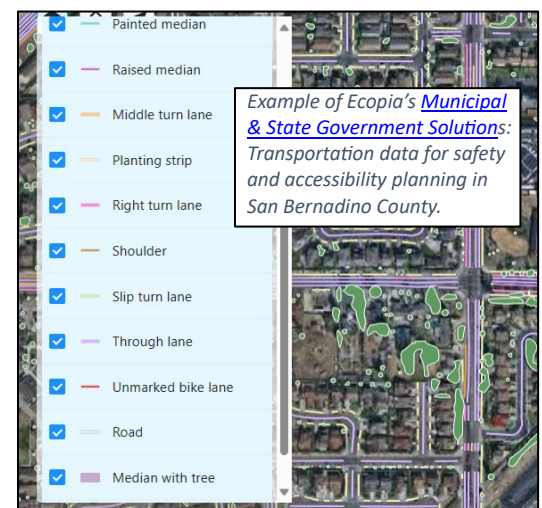
Orthophotography Feature Extraction – Attachment 1

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 #3816

SUBJECT: Review of Regulatory Procedures for Inclusion of Proposed Stone Avenue Bus Rapid Transit Project in the Regional Mobility and Accessibility Plan (RMAP)

Meeting	Meeting Date	Agenda Category	Agenda Item #
Regional Council	May 30, 2024	Information	11

DISCUSSION

Discussion regarding the proposed Stone Avenue Bus Rapid Transit project eligibility for requested inclusion in the Regional Mobility and Accessibility Plan, or RMAP.

Staff will provide an outline of federally required steps and timeline for updating the RMAP or amending the existing RMAP for inclusion of new projects not already in the adopted regional long-range transportation plan.

ASSOCIATED OWP WORK ELEMENT/GOAL

Work Element 40, Transportation Activities

SUMMARY

PAG's long-range regional transportation plan, known as the Regional Mobility and Accessibility Plan (RMAP), is currently in the development process of a full update.

The RMAP is being updated, and the proposed BRT project has been submitted by City of Tucson representatives on the RMAP Working Group recently for consideration through the official RMAP update process. The RMAP 2055 is expected to be completed by next spring.

According to FTA guidelines, the deadline for consideration for FTA Grant funding is typically July of each year. For the BRT project to be eligible and compliant with federal laws, an application must be included in the adopted RMAP and TIP prior to this deadline.

As the federally designated Metropolitan Planning Organization (MPO) and transit planning agency, meeting all the requirements to process an amendment to the adopted

RMAP 2045 to include a project that has not been fully evaluated by this deadline is not feasible.

Since the proposed BRT is a new, significant project, compliance with federal requirements is essential. Projects must be included in the adopted RMAP and TIP with local match commitments secured before the FTA will consider any new projects.

Processing a standalone amendment that will significantly impact regional modeling, financial constraints, or air quality and Title VI analysis is not feasible during an RMAP update, especially if funding capacity is not already available in the financial plan.

With recent significant cost increases, the financial constraint analysis is underway and will necessitate a significant reduction in the number of projects already on the “In Plan” list.

Projects in the adopted RMAP or voter-approved RTA typically receive a letter of concurrency. Per FTA guidelines, projects considered for Small Starts must already be in the adopted RMAP according to federal laws and regulations.

PAG was not able to provide a letter of concurrency when asked previously because the proposed BRT is inconsistent with PAG's adopted Long-Range Transit Plan and is not listed in the required financially constrained “In Plan” adopted 2045 RMAP. This request represents a significant departure from previously approved regional plans and must be evaluated as part of the 2055 RMAP update process, considering all necessary variables to determine eligibility.

PRIOR BOARD AND/OR COMMITTEE ACTION

None.

FINANCIAL CONSIDERATIONS

Pursuant to 23 CFR § 450.324, development and content of the metropolitan transportation plan is federally mandated, and the procedure is the same for both an amendment and an update. However, an update is generally more advantageous in terms of financial capacity. Particularly, since an amendment doesn't allow for changing the planning horizon, achieving fiscal constraint is more difficult. This is because at this time, the financial plan will have five years less revenue, while cost estimates must be updated and have increased significantly due to recent construction cost hikes within the same planning horizon.

Additionally, air quality conformity must be demonstrated in both cases, with all updated land use and traffic modeling data reflecting current and proposed conditions.

For these reasons, including duplication of effort and delay of months for completion of RMAP 2055, maintaining fiscal constraint for an amendment is not practical when a full-scale RMAP update is currently underway.

TECHNICAL, POLICY, LEGAL OR OTHER CONSIDERATIONS

None.

ATTACHED ADDITIONAL BACKUP INFORMATION

Correspondence letters.

Staff Contact/Phone	Farhad Moghimi, (520) 792-1093, ext. 4420 Dave Atler, (520) 792-1093, ext. 1443 Jeanette DeRenne, (520) 792-1093, ext. 1477
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April 15, 2024

Sam Credio
City of Tucson
Department of Transportation and Mobility
201 N. Stone Avenue, 6th Floor
Tucson, AZ 85701

Re: Request for RMAP Amendment City of Tucson Bus Rapid Transit Project

Dear Mr. Credio,

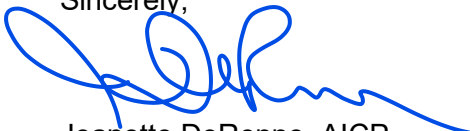
PAG received your request for an amendment to the 2045 Regional Mobility and Accessibility Plan (RMAP), to include the City of Tucson's Bus Rapid Transit project in the "in plan" project list. As you're aware, the update process for the 2055 RMAP is currently in progress. The project list is currently under development. At this stage, the steps necessary to finalize the 2055 RMAP project list are the same as those needed to initiate an amendment process, similar to the one you're proposing.

The BRT project has been discussed by the RMAP Working Group and your staff requested that this project be considered for the "in plan" project list. The addition of the BRT can be completed through the adoption of the 2055 RMAP. The timeline and process would have a similar timeframe as an amendment, and thus duplicate efforts including the mandatory financial constraint analysis, modeling updates, as well as Title VI and air quality analyses. Subsequently, official public review and public hearings will be necessary to finalize the process. The two processes would conclude at the same time.

The fiscal constraint analysis of an amendment requires a comprehensive review of cost increases for all proposed "in plan" projects. With cost increases over the last few years alone, significant adjustments will be required to fiscally constrain the plan.

For these reasons, we need to continue to move forward with an overall approval of the 2055 "in plan" project list and cannot feasibly process amendments on a case-by-case basis at this stage of the RMAP plan development. We encourage continued participation of your agency at the RMAP working group meetings. Ben Elias and Patrick Hartly have been participating in those meetings and actively working with our staff to make sure the project list includes the priorities of your agency including this project.

Sincerely,



Jeanette DeRenne, AICP
Transportation Planning Director
Pima Association of Governments



May 20, 2024

Dear PAG Regional Council Chair Rex Scott,

The City of Tucson requests that Pima Association of Governments (PAG) place an item on the May 30, 2024 Regional Council agenda to initiate an amendment to the 2045 Regional Mobility and Accessibility Plan (RMAP). The purpose of the amendment is to add Tucson's Stone Avenue Bus Rapid Transit (BRT) project, also called Tucson Rapid Transit, to the existing fiscally constrained RMAP.

This is a time sensitive request. In order to be considered for federal funding under the CIG (Capital Improvement Grant) program through the Federal Transit Administration (FTA), the Stone Avenue Bus Rapid Transit project must be included in the RMAP. The deadline for our CIG submittal is August 2024.

The Downtown to Tohono Tadaí Bus Rapid Transit Project was formally approved by the Federal Transit Administration (FTA) to enter into the Project Development phase of the Capital Improvement Grant (CIG) program in August 2023, with the Stone Avenue corridor selected as the Locally Preferred Alternative (LPA) following robust public review of the route alternatives. The project is currently listed in the RMAP database as project ID# 35.23, but not within the fiscally constrained 2045 RMAP. The project also remains a high priority for the City of Tucson for RTA Next.

I am aware that PAG is in the midst of updating the RMAP to bring it current and extend the planning horizon to 2055, but a completion date for the update has not been communicated and this amendment request is urgent.

City of Tucson Director of Transportation and Mobility Samuel Credio previously submitted a request for an RMAP amendment to PAG staff on April 10, 2024, but the request was rejected on the grounds that the RMAP update was already underway and that processing an amendment

to the existing plan would be a similar level of effort to a full long-range plan update (see Attachment A). However, the code of federal regulations is clear that a long-range plan amendment is quite distinct from a full plan update, defining an amendment as a revision that occurs between full plan updates. The intent of allowing amendments is to provide a mechanism to adjust the plan as needed to address immediate needs or position our communities for funding opportunities, such as I am describing in this request. The only requirements for an amendment (as opposed to a full plan update) are:

- to redemonstrate fiscal constraint,
- provide an opportunity for public input, and,
- in non-attainment and maintenance areas, to demonstrate air quality conformity.

Based on information provided by PAG staff, it is our understanding that the conformity determination would not be applicable to this request. As for the other two requirements, City of Tucson staff are committed to working with PAG on both items to ensure that the amendment request can be executed in an expedited manner to ensure we meet our August deadline.

It would be unfortunate to compromise our region's ability to compete for this vital federal investment in our community on procedural interpretations. Thank you for your consideration.

In community,

A handwritten signature in black ink, appearing to read 'Regina Romero', with a stylized flourish at the end.

Mayor Regina Romero
City of Tucson

cc: Michael Ortega, Tucson City Manager
Samuel Credio, Tucson Department of Transportation and Mobility Director