

## Regional Council Meeting

At or after 12:00 p.m., Thurs., June 5, 2025

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

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

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*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.*

*PAG is a private nonprofit organization designated as the Metropolitan Plan Organization for Pima County.*

*PAG meeting agendas requiring public notice are posted at the official address referenced above and are available for public review during official PAG business hours, excluding weekends and legal holidays.*

*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 if technologically available. 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](mailto:info@PAGregion.com) within 24 hours prior to the posted start time of 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](mailto: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.*

*A quorum of the Regional Transportation Authority's Board of Directors is present. However, in compliance with state open meeting laws, no issues related to the RTA will be discussed or acted upon during the Regional Council meeting.*

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**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.*

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**"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](https://PAGregion.com/pledge)

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## 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.

### STAFF MEMO

4. **Approval of the March 3, 2025, Meeting Summary**

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

**Action:** The Regional Council will be asked to approve the meeting summary of March 3, 2025.

### STAFF MEMO

### ATTACHMENT(s):

- [March 3, 2025](#)

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

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

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

This is an information item.

**STAFF MEMO**

**ATTACHMENT(s):**

5a

a. Program Highlights Report (March & April 2025)

5b

b. PAG Contracts and Agreements Report (Feb. 1, 2025, through May 16, 2025)

**6. Grant agreement between the Arizona Department of Transportation and Pima Association of Governments for the FY 2026 and FY 2027 Overall Work Program (OWP)**

PAG staff will provide an overview of the development process and final draft of PAG's Overall Work Program (OWP) for Fiscal Years 2026 and 2027 as approved by PAG's federal and state funding partners.

**Action:** The Regional Council will be asked to authorize the executive director to execute the grant agreement between PAG and ADOT and any other agreements with funding partners in accordance with the adopted OWP.

**STAFF MEMO**

**ATTACHMENT(s):**

- Planning Organization Agreement for Work Program Implementation
- Comment and response document for the draft FY 2026 and FY 2027 PAG OWP
- [FY 2026 and FY 2027 PAG Overall Work Program – Final DRAFT](#)

**7. Federal Transportation Reauthorization Bill Update and Regional Perspectives**

PAG staff will provide an update on the federal transportation reauthorization bill.

**STAFF MEMO**

This is an information item.

**8. Regional Transportation Revenues Update**

Staff will provide the Regional Council with information on the attached Regional Transportation Revenues Report.

This is an information item.

## STAFF MEMO

## ATTACHMENT(s):

- [Regional Transportation Revenues Report](#)

### 9. 2055 Regional Mobility and Accessibility Plan (RMAP) Development Update

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

This is an information item.

## STAFF MEMO

## ATTACHMENT(s):

- [Draft In-Plan project list as approved by the Transportation Planning Committee Aug. 21, 2024](#)

### 10. Arizona Department of Transportation (ADOT) 2025 Safety Performance Projections

Staff will provide an update on ADOT's safety performance projections.

**Action:** The Regional Council will be asked to adopt the Arizona Department of Transportation (ADOT) statewide transportation safety projections.

## STAFF MEMO

### 11. Adjournment

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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.

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**Communication #3847**

**SUBJECT: Call to the Audience (Remote Access Option)**

Meeting	Meeting Date	Agenda Category	Agenda Item #
Regional Council	June 5, 2025	Information	3

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

**Communication #3848**

**SUBJECT: Approval of the March 3, 2025, Meeting Summary**

Meeting	Meeting Date	Agenda Category	Agenda Item #
Regional Council	June 5, 2025	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 law. 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.

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 June 5, 2025, meeting, Regional Council members are asked to please review the March 3, 2025, meeting summary in this meeting packet and submit written suggestions to staff ([jontiveros@PAGregion.com](mailto:jontiveros@PAGregion.com)) to request amendments 24 hours prior to the June 5, 2025, meeting.

*During the June 5, 2025, meeting, the Regional Council may consider suggestions and may amend the draft summary prior to approval.*

## Regional Council Meeting Summary

Meeting Summary of Monday, March 3, 2025

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

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

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**Regional Council Members Present:** Mayor Jon Post  
General Ted Maxwell  
Mayor Tom Murphy  
Supervisor Adelita Grijalva  
Mayor Roxanna Valenzuela  
Mayor Joe Winfield  
Mayor Regina Romero  
Chairman Julian Hernandez  
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 Monday, March 3, 2025**, 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.

**Prior to calling the meeting to order, Mayor Valenzuela requested a moment of silence for Mayor Honea and asked Mayor Post to say a few words.**

**Mayor Post:** So, he, Mayor Honea was such a figure in southern Arizona, not just Marana. I think he might have been here the entire time that the RTA existed, so he had a lot to do with this organization. He loved this organization. He loved what was accomplished in this organization, and he will be greatly missed and not just for him, himself as a person, so thank you very much.

**Mayor Valenzuela:** Thank you. I appreciate that.

**1. Call to Order**

[Item #1 Audio Link](#)

**Mayor Valenzuela:** We will now call the meeting to order. Today is March 3 and it's 12:06 p.m. Please join me for the Pledge of Allegiance.

**2. Pledge of Allegiance**

[Item #2 Audio 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.

**Mayor Valenzuela:** Thank you. Item number 3, introduction and welcome to the new members of the Regional Council and Regional Transportation Authority. Farhad.

**3. Introduction and Welcome to New Members of Regional Council and Regional Transportation Authority (RTA) Board Members**



### [Item #3 Audio Link](#)

**Farhad Moghimi:** Yes, Madam Chair, thank you so much. As you know, we have 4 new members and if you don't mind, we'll have each member share a few words with us. If they'd like to do that, we'll start with you as South Tucson's new Mayor.

**Mayor Valenzuela:** Sure, thank you. So, my name is Roxanna Valenzuela. I have been appointed to be the Mayor of the City of South Tucson just recently in November. I'm really excited for this collaboration, this partnership. South Tucson is facing many challenges that it is vital for us to work together, so I'm excited to have your support and for us to have a seat at the table. Thank you.

**Farhad Moghimi:** Thank you, Mayor. Next, from Marana, Mayor Post.

**Mayor Post:** Hi, my name is Jon Post. I'm a lifelong Arizona resident. I'm excited to be here at the table helping our community grow. I know the RTA has done a lot of really good things and I hope to see that continue. Thank you.

**Farhad Moghimi:** Thank you, Mayor. Next, from Pima County, Supervisor Grijalva.

**Supervisor Grijalva:** Thank you. My name is Adelita Grijalva. Proud to represent Pima County. Thank you to my predecessor Supervisor Scott, Chair Scott, for serving as he did, and we're hoping to have a good transition.

**Farhad Moghimi:** Thank you, welcome, then finally, Chairman Hernandez from the Pascua Yaqui Tribe.

**Chairman Hernandez:** Yes, my name is Julian Hernandez, the Chairman of the Pascua Yaqui Tribe. Honored to be here and to serve, thanking Peter Yucupicio, taking over for him. So, thank you very much.

**Farhad Moghimi:** Welcome. Appreciate having all of you involved. Madam Chair, back to you.

#### 4. Election of Officers

##### [Item #4 Audio Link](#)

**Mayor Valenzuela:** So, item number 4 is election of officers. If you want, go ahead and then I'll just —

**Farhad Moghimi:** Yeah, thank you, Madam Chair. The rotation of jurisdictional members are Chair from South Tucson, Mayor Valenzuela, Vice Chair from Marana, Mayor Post, and Treasurer from Sahuarita, Mayor Murphy. Those are the slate of officers.

**Mayor Valenzuela:** So, at this time, I just would like to thank everybody for reaching out and offering support. As I mentioned, I am getting acquainted with my mayoral duties and getting to learn all of this information, right. This is a very important Board. I just feel, at this time, I have a lot to learn from each and every one of you. And I think it's in the best interest of the region that we have a Chair that has more institutional knowledge, somebody that can take us to the next level. So, I would like to make a motion to make Regina Romero, City of Tucson, Chair, and Vice Chair, Mayor Jon Post, and Treasurer, Mayor Tom Murphy. That's the motion I would like to —

**Supervisor Grijalva:** I'll second.

**Mayor Valenzuela:** We have a motion and a second. Roll call, would you like me to do that? Or discussion? Yes.

**Mayor Murphy:** I know we typically moved up from rotation of the particular communities themselves. I know when I became the Chair, I was only on the job for one month and I had encouraged you to, you know, continue in that and so if you so choose to decline, that would be fine, but I still think doing a historical precedence by moving up from community to community. I would, is it appropriate Thomas, if I make, with a motion and a second, can I make a substitute motion at this time?

**Thomas Benavidez:** Madam Chair, members of the Council, it is possible to amend the motion.

**Mayor Murphy:** OK. I'd like to make a motion to amend and continue the move up. When I was Chair, I had offered the City of Tucson to get in the rotation, which they turned down, so I would make the amended motion that it would be Chair Post, myself is second to move up and then Mayor Romero to be Treasurer, I think is the third appropriate title for there, so it'd be Post, Murphy and Romero.

**Mayor Post:** I second that motion.

**Mayor Valenzuela:** OK, so we'll do a roll call for the first motion. We have to do the substitute motion first? So, roll call for substitute motion.

**General Maxwell:** Madam Chair, continue the conversation?

**Mayor Valenzuela:** Sure, please.

**General Maxwell:** Thank you. I appreciate both your motions as well as the second motion. I've been struggling with the idea of how we do this because historically, we've had a tradition of going in a specific order, but even that order, I've been, it's been very difficult to find out what that order is. I do believe this is something we need to fix in our bylaws that we kind of set the structure out. I was, first time I learned that the process would work was at Mayor Honea's services when you got up there and spoke and talked about it, what a mentor he was through that process. And I was like, your first year on the Board, you were the Chair? I do find that, from a Board member's position, troubling in general. Just it's not how, I think if we were to establish some kind of process that I would go through it. I too am aware and have been encouraging Mayor Romero to take leadership positions on PAG/RTA. I think that is an important role to play. I'm honestly right now kind of torn on this one. I'd like to hear more from Mayor Post what his thoughts are, because you'd be stepping in as a new member. And I'd also like to hear more from Mayor Romero on what

their take is, if we're gonna, Mayor Valenzuela, it was great meeting you the other day and talking to you about, you know, the opportunity, and if you're gonna step down, I do think at that point, we might want to hear a little bit more from others if they're willing to step into the, step into that role. I do, I do think that going forward at some time sooner than later, we need to truly put the process in place because what I do know in conversations I've had with, even the Executive Director, if somebody like I know Chairman Norris had quite often turned down opportunities. Where do they go then in the line? Do we go all the way to the bottom, or do we go to the next opening? In my conversations for full disclosure with the executive director, I told them we've got nine members on this Board, I like the idea of having six members in leadership positions. I think it gives everybody an opportunity, gives everybody feel represented. So that's another piece of, no offense to Mayor Murphy, but I, you know, was going, you're gonna be the Vice and the Treasurer moving up. And I'm just not sure of the process and so maybe if the Executive Director has more to add about the process, if it is in writing anywhere, if there is anything that, that and how we got to the point where we are, because I was even, I've asked to see the structure of going through it and we don't, it doesn't appear to me, we have a process set in writing or in place other than our historic way of doing this, which is what we're following right now.

**Mayor Valenzuela:** Thank you so much for that. One thing I didn't ask. Mayor Romero, if you would accept that nomination. But please —

**Mayor Romero:** Thank you so much, Madam Chair. I really appreciate you, your belief in that, you know someone that has served for years on both the PAG and RTA Boards, should serve. I think you're absolutely incredible and pretty sure that you would jump right in and do a wonderful job, but I do accept your nomination. I think it is the appropriate time for Tucson to be represented on the Pima Association of Governments. Pima Association of Governments is the Metropolitan Planning Organization. We do really important work on both the PAG and the RTA, and right now is an appropriate time, so I do accept your nomination, thank you, even though I believe that you are super smart and ready for anything, any of this. We, actually Tucson, has not served in a leadership position in PAG since 2013. So, it's not

Regina Romero, that she has not agreed to serve. It has been, I would say, a custom of this Board to not elect Tucson for leadership, one of the biggest jurisdictions in southern Arizona. And so, it is very unfortunate, 12 years have passed since Tucson has been represented in a leadership position at PAG. We did find an old copy of the bylaws for PAG. They're right here, anyone can find them, well, it was kind of hard to find them, but this is the 2002 committee facts and sheets PAG/RTA, and in the write up it says that officers, a slate of officers, which is prepared by the Chair are typically elected at the annual meeting in January by the governing body. Officers include Chair, Vice Chair and Treasurer. There's no mention here of a possible rotation, I think that has been a historical practice and not written in the bylaws, and so I think that this body can elect to appoint whomever they like to see in the leadership of the PAG. So, thank you, Chair Valenzuela, I really appreciate you nominating me and I do accept your nomination. I do think this is going to be a difficult next four years working with federal Highway User Revenue Funds and federal grants and state funds that come directly to the PAG for the usage of our, of southern Arizona, of our region.

**Mayor Valenzuela:** Thank you. Any further —

**Supervisor Grijalva:** Thank you, Mayor. I think that it's really telling that the City of Tucson hasn't had the opportunity to serve in leadership for 12 years. Clearly, I haven't been here for that period of time, but if this rotation was working properly, the City of Tucson would have an opportunity to serve in leadership. I do think that it is past time, and I'm comfortable with the suggestion that Mayor Valenzuela put forward and, barring any other input, I think that we should go ahead and vote because I think it's important, we have a huge responsibility. We need to work together collaboratively as much as we can, and I would hate for us to spend a bulk of the beginning of our very first meeting together trying to decide leadership.

**Mayor Valenzuela:** Thank you.

**General Maxwell:** Chair.

**Mayor Valenzuela:** Yes

**General Maxwell:** I just want to make sure that with four new members on the Board, I think it's important that we do understand. I fully, I'll wait and see how I'm gonna vote when I, when I actually vote, but I do think something needs to be clear, because Mayor Romero, with all due respect, we've talked about this before. We've talked about the idea of you being, coming on, and I do. I have no doubt that 2013, although if Jonathan, and I don't understand why Mayor Rothschild would not have gotten, that was before I was on the Board. But I do know since I've been on the Board, when I was first asked in December of '21 to come in as the second Vice Chair for the RTA, I initially, my response to the Executive Director was no. I said I think it's more important that you reach out to Mayor Romero and ask her if she wants to come on? And at that point, but I was told by the Executive Director she was asked first and she said no. So, I agree, if there's been no Tucson leadership since 2013, that's a flaw in our system and that's why I say we've got to come up with something that is a structure that we all know how it works and how it is, and if it's a rotation, that's fine, but we need a rotation listed. And I have not seen any evidence that we have a rotation. But that being said, there has, I do not believe, since 2013, that there's ever been a vote of this Board that, and it hasn't been since I've been on this Board that voted down leadership from the City of Tucson. I just want to make sure that everybody understands. I think we all believe this is a regional organization. This is one of the few regional collaborations we've got in Pima County, and so it is important that all members are engaged and by that, I mean all. And we've seen that in the, and if members for the obligations of the duties feel they can't take it or don't want to take it at this time, I think we need to support that as well so, just my thoughts.

**Mayor Murphy:** Madam Chair, to your right.

**Mayor Valenzuela:** Yes.

**Mayor Murphy:** Sorry, no, I just wanted to reiterate what Mr. Maxwell said, When I was the Chair, at one of our meetings it was offered to the City of Tucson and they

passed, so I just wanted that on the record as well that it's not because of an unwillingness to do it. It's just everybody has the opportunity to pass like you may today, right? So, it was offered to South Tucson and at different times, different members have passed. So, I just wanted that on the record as well. Thank you.

**Mayor Valenzuela:** Yes, of course.

**Mayor Winfield:** I'm in agreement. I think there does need to be some clarification in the Board's bylaws to help bring clarity to this. During my tenure on the Board, admittedly, this hasn't been an issue, and it was my understanding when I came onto the Board, I was asked if I wanted to be placed in the rotation, so it was a voluntary and I accepted that. My presumption is that that invitation was given to each Board member, and Board members for any variety of reasons either chose not to be part of the rotation or chose to be a part of the rotation. When I first came to the Board, I believe there was, I was right at the, I think there was one meeting where I was to serve as the Chair. Then I was going to go off, so it was a little different circumstances that it was at the tail end of another Chair's tenure. But I do think there needs to be clarification. It hasn't been an issue before and I believe that at this juncture, I think the right approach would be to bring clarity to the bylaws so that we're all in agreement on what those bylaws are but that we follow the historic precedence to this point.

**Mayor Romero:** Madam Chair.

**Mayor Valenzuela:** Thank you. Yes, Mayor Romero.

**Mayor Romero:** My name has been tossed around by some colleagues, so I do have to respond. The first two years I was Mayor, we were dealing with COVID and appropriately, we were very busy. As a matter of fact, I don't think PAG/RTA met all of 2020 until the very end and so I was asked to serve and I didn't think I would have the opportunity to put the appropriate time into doing PAG or RTA. Previously, I don't know why 12 years, I don't, I also don't know why Mayor Rothschild had said no to serving but the reality is, is that 12 years have gone by and Tucson has not been in

leadership. Again, as I mentioned, what is part of the PAG website says that the Chair can select a slate and the Board makes a decision, that's very clear. There's no mention about rotations, there's no mention about, it is clearly something that the Board and the Chair have discretion to select. So now I am prepared, now I do have more than five years under my belt. When it comes to the history of what we've done at the PAG and the RTA, and I feel prepared, I feel as though I have the opportunity. I have the knowledge to be able to serve my colleagues as the Chair of the PAG. Yes, that is, that is true that my colleagues have not voted down on having the City of Tucson as part of leadership, but now, today, is the perfect opportunity for you to not vote no for leadership, for the City of Tucson to be as part of the leadership. It's up to you, there is a motion, an amended motion on the floor and I don't know if anyone else wants to continue discussing but. I think we should do roll call.

**Mayor Post:** Madam Chairman, the reason I accepted the motion as a nomination for the Chairman is not because I feel like I could do a better job than my colleague here. But, you know, listening to people brings me up to speed about how PAG worked, how RTA worked. You know, it's important to me that we continue the progression of leadership and not have it become a political thing. So that it's just a natural ascension to the roles that we have here. I obviously probably do not understand all the intricate things that are going on here, but I do, I would like to see something set to where we know who is going to be in the roles in the future and that is the reason that I accepted the motion for the nomination.

**Mayor Valenzuela:** Well, thank you everybody. I think that, I really appreciate everybody's input, and we have four new Board members. We have the opportunity to rewrite the narrative and work together collaboratively. So, with that being said, I think we should go to roll call. For the, what was a substitute motion? Do you want me to do roll call?

**General Maxwell:** Can we get clarification on that please? So, are we voting on the acceptance of the second or are we voting on the action of the second?



**Thomas Benavidez:** Madam Chair, members of Council, we'd be voting to amend the motion.

**General Maxwell:** Right, we're voting to amend the motion.

**Thomas Benavidez:** And then [\[ INAUDIBLE 22:02 \]](#)

**Mayor Valenzuela:** Thank you for clarifying that.

**Mayor Romero:** So, we would be voting for the amended motion?

**Mayor Valenzuela:** For the amended, not for the original.

**Supervisor Grijalva:** And I just, wouldn't it have made more sense to just accept a substitute motion vote on that and then vote on the original, or is it just like a, no, I think so but that's OK.

**Mayor Valenzuela:** So right now, we're just voting to accept the amendment, right? OK.

**Mayor Romero:** To accept the amendment or to vote on the amendment?

**Mayor Valenzuela:** To vote on the amendment.

**Thomas Benavidez:** We need to vote whether to amend the motion.

**Chrystal Spires:** Thomas, I apologize. Can you unmute your mic, please.

**Thomas Benavidez:** I'm sorry, excuse me, Madam Chair, we're voting to, on whether to amend the initial motion. Does that help or no?

**General Maxwell:** No, no —

**Thomas Benavidez:** But we need to, parliamentary procedure is we have to have a vote because we had a motion and a second so now there's another one so we have to vote on whether to amend it.

**Mayor Romero:** So it's like a substitute. So, we're voting on accepting or not the substitute motion.

**Thomas Benavidez:** Yes, and then making that the motion on the floor.

**General Maxwell:** OK, if it's amended.

**Mayor Valenzuela:** Mayor Winfield.

**Farhad Moghimi:** Actually, Madam Mayor. If you don't mind, Jacki can help you with the roll call.

**Jacki Ontiveros:**

**Mayor Winfield:** Aye

**Chairman Jose:** So please state the motion. Getting confused with all the back and forth. If you could, please state the motion we're voting on now.

**Thomas Benavidez:** Madam Chair, we can ask Mayor Murphy to do that. I didn't write down the —

**Mayor Murphy:** The way I amended it was to have Mayor Post be the Chair, the Vice Chair myself would move up and then Mayor Romero would be the Treasurer coming in the rotation.

**Mayor Valenzuela:** Yeah, Chairman Jose, this is Mayor Valenzuela. So, I put an original motion to —

**Chairman Jose:** Yeah, I understand that. Thank you, ah —

**Mayor Valenzuela:** Ok so right now we're not voting on that, we're voting on accepting the amendment.

**Chairman Jose:** Thank you, Chair Valenzuela and thank you Treasurer Murphy, Mayor Murphy for the clarification. So therefore, my vote is against.

**Jacki Ontiveros:**

**Mayor Murphy:** Aye

**Mayor Valenzuela:** No

**Chairman Hernandez:** No

**General Maxwell:** No

**Mayor Post:** Aye

**Mayor Romero:** No

**Supervisor Grijalva:** No.

**Thomas Benavidez:** So, Madam Chair, now we have a motion.

**Mayor Valenzuela:** So now we have a motion for Mayor Regina Romero to be Chair, Vice Mayor, I'm sorry, Mayor Jon Post for Vice Chair and Mayor Tom Murphy for Treasurer. Jacki.

**Jacki Ontiveros:**

**Mayor Winfield:** Nay

**Chairman Jose:** Aye

**Mayor Murphy:** Nay

**Mayor Valenzuela:** Yes.

**Chairman Hernandez:** Aye

**General Maxwell:** Can I explain my vote? I'm going to be an aye on this because I think it's the right thing to do for this region, right now at this time. I really do believe that if there's not six leadership positions, there should be opportunities for six of the nine folks to be leaders. That's the only problem I had with, respectfully, with your alternate nomination. But I do believe in the long run for this region and what we've got to get through in the next two years. This is going to be incredibly important. I'm going to stick pretty solid, if there's any other movement at the next Board, so, the RTA Board, so I just don't know if I'm supposed to say that or not from this point. So I'm an aye.

**Jacki Ontiveros:**

**Mayor Post:** You know if I could explain my vote as well. I'm obviously new to this Board. I would like to, I'd like to see this PAG do great things in our community, and I am going to vote aye because I want to make sure that I can support the Chairman and I hope you do a good job and if you need any support, I'll be here for you.

**Jacki Ontiveros:**

**Mayor Romero:** Aye.

**Supervisor Grijalva:** Aye

**Mayor Valenzuela:** Motion passes. Thank you everybody for your support. I'm excited to work with every one of you and under your leadership. Mayor Romero, I hand it over to you.

**Roll Call votes/final motion :**

<b>Motion to accept the amended motion made by Mayor Murphy:</b>	<b>Motion to approve the original motion made by Mayor Valenzuela</b>
Mayor Winfield: Aye	Mayor Winfield: Nay
Chairman Jose: Nay	Chairman Jose: Aye
Mayor Murphy: Aye	Mayor Murphy: Nay
Mayor Valenzuela: Nay	Mayor Valenzuela: Aye
Chairman Hernandez: Nay	Chairman Hernandez: Aye
General Maxwell: Nay	General Maxwell: Aye
Mayor Post: Aye	Mayor Post: Aye
Mayor Romero: Nay	Mayor Romero: Aye
Supervisor Grijalva: Nay	Supervisor Grijalva: Aye
Aye: 3; Nay: 6	Aye: 7; Nay 2
<b>Failed</b>	<b>Passed</b>
<p>Motion was made by Mayor Valenzuela, seconded by Supervisor Grijalva and carried by a vote of 7-2, that the Regional Council of Pima Association of Governments elect Mayor Romero as Chair, Mayor Post as Vice Chair and Mayor Murphy as Treasurer passed with a vote of 7-2.</p> <p>Mayor Winfield and Mayor Murphy voted No.</p>	

**Mayor Romero:** I thought we were going to wait for the next meeting, but OK. Thank you. Thank you so much to my colleagues on the Pima Association of Governments

**Chairman Jose:** Madam Chair.

**Mayor Romero:** Yes, yes, Chairman.

**Chairman Jose:** Sorry to interrupt, but I've been trying to raise my hand.

**Mayor Romero:** OK, we didn't see that.

**Chairman Jose:** Yeah, I'm not sure if it's working or not. What I want to say is that I know I haven't been participating in some of the meetings, but I do believe in Pima Association of Governments. I do believe that the next few years are going to be challenging. And I do know that we must work together in order to be stronger as a region. And on this issue here, I don't 100% disagree on what the historical practice has been, but that's not to say it couldn't be changed in the process as long as we're not in violation of our bylaws. And even if there is some question to the bylaws, this Council has the authority to amend it accordingly, following best practice procedures. So, I would suggest that this Council note that and take that up for consideration the next time we come to this subject matter in terms of that, and this is in no disrespect to the current Vice Chair and Treasurer slate. I think that it would have followed the same process, just that Mayor Venezuela yielded her position and recommended Mayor Romero for that. And that was just only for that position only, so everything else would have followed in line at the next slate like where Mayor Post would move up and Mayor Murphy would move up, and I don't know who would fill that void position, but if it is concerning that there needs to be something outlined or maybe more clarified so we don't get into a situation where I don't want it to be us against them or they or me or I and so forth about working together, because it is important that we work together and I do appreciate all your leadership that you bring to the table even though I was not a part of the meetings, but I wanted to be inclusive regardless, not just the one person or two person Regional Council but collectively, a true Regional Council. That's all I wanted to say, therefore, thank you, Mayor Valenzuela, and congratulations and I look forward to working with you with the Pima Association of Governments, Chair Romero. Thank you.

**Mayor Romero:** Thank you, Chairman Jose, appreciate your words. And as I was saying, I'm grateful to be given the opportunity to serve as Chair of the Pima Association of Governments. It's important, it's an important group that we have here. We have an opportunity to be able to work collectively in very, very difficult and uncertain times, and now more than ever, we need to be as unified as we possibly can and hold hands in a forward direction for our region. Every single jurisdiction that

sits at this table is an important jurisdiction. None should be treated unfairly, none should be treated less than and one of the, one of the guiding principles that I carry as Mayor for the City of Tucson is that fairness and equity should rule the day, and the same thing should happen at this table. So, thank you for those that voted for me to be Chair and to those that didn't, I hope to convince you that it is fairness and equity that I will continue pushing forward at this table. With that, I too want to add my words and my condolences to the passing of Mayor Ed Honea. He really was not just a Marana institution, but a regional institution. He was my friend, and we did not agree on many, many issues. But he always was so respectful of me as an individual, and I practiced the same thing with him. I loved Mayor Honea and the last words that I heard out of his mouth at this table was 'Regina we need to figure this out and you and I should sit down and talk and figure things out.' He really, really wanted to make this work, and so I trust that in the spirit of Mayor Honea, we work it out at this table and leave issues of politics behind when we treat each other because he really treated me with kindness, and I know that he did that with everyone else, whether he agreed with their policies, our policies, or not. So let's, in that spirit, let's move on to item 5. Item 5 is an overview of Pima Association of Governments mission and statutory responsibilities. Mr. Moghimi.

**5. Overview of Pima Association of Governments (PAG) Mission and Statutory Responsibilities**

[Item #5 Audio Link](#)

[Item-5-PAG-Mission-Overview-Presentation.pdf](#)

**Farhad Moghimi:** Thank you, Madam Chair. Jamie's going to provide an update on this. This is just for information. Feel free to add any questions after Jamie's presentation. Go ahead, Jamie.

**Jamie Brown:** Thank you, Madam Chair, members of the Regional Council. My name is Jamison Brown. I go by Jamie and I'm the Director of Strategic Planning, Programming and Policy at PAG. I've been with PAG over 12 years and it's my

honor to be able to provide this overview. A good place to start, of course, is I think what you'll see evidence of during today's meetings, you'll see evidence of our mission as we address regional issues through cooperative efforts and pooled resources and provide accurate, relevant data that leads to effective planning decisions. For you new members, it's probably helpful to know that PAG's been in existence for quite some time. Over 50 years ago, we were established as a Council of Governments in 1970. Followed by being established as a nonprofit in 1972. In 1973, PAG was designated by the Governor as the federally required Metropolitan Planning Organization and PAG manages the Regional Transportation Authority, which was established by the state Legislature in 2004. So, some people say that PAG wears many hats, and you can see some examples of these hats that we wear where the Council of Governments was mentioned. I'll talk more about that later, same with the Metropolitan Planning Organization role, because of the size of our region, we're also serving a transportation management area so that comes with additional requirements. We're also, of course, managing the RTA, and there will be another presentation at the RTA Board meeting providing an overview on the RTA, so I'll be very light on the RTA during my remarks. We also have some responsibilities as they regard to the Clean Air Act, so you'll hear us talk about air quality modeling and conformity analysis. We're also the designated water Quality Planning Agency to comply with the federal Clean Water Act. So as a Council of Governments, that's very broad based really, just where every local government wants to agree to cooperate on regional issues of concern. They can form a council of governments so they can address any of those issues you see on your screen. In Arizona, the Northern Arizona Council of Governments in the far northeast corner of the state has a Head Start program. They also have elderly services, so it's again where there's agreement, authority and funding you can form a council of governments. In contrast, the Metropolitan Planning Organization or MPO, you'll hear us say quite frequently, that's required by law for urban areas of 50,000 or greater. And really, the requirements are about focus on transportation, planning and programming. The requirements sometimes change as part of new surface transportation bills that are renewed every five years or so. The latest bill is the infrastructure investment in JOBS Act that was enacted in 2021 and will expire in 2026. As you can see on your screen, we've got several of those bills listed with



those acronyms. Map 21, for example, required MPO's to follow a performance-based approach for transportation, programming and planning. So we are required to establish performance measures and targets and have been doing ever since. So, I'll focus on the planning and the programming side of PAG as part of our federal requirements. On the left, you see the cover of the 2045 Regional Mobility and Accessibility plan or RMAP. You'll hear us say RMAP a lot, That's our long-range transportation plan. On the right is a cover of our Transportation Improvement Program, or TIP, and you'll hear us say TIP quite frequently as well at these meetings. So how do those two work together? The graphic on the right, I think is a good illustration of how they do interact. So, the vertical axis shows, of course, 20 plus years for the long-range transportation plan is the years in which it should be covered. Our next update for the RMAP will actually cover 30 years, but a minimum of 20 years is required. The five-year Transportation Improvement Program you can see is nested within that so you don't see any part of that blue rectangle outside of that gray box, the long-range plan. The long-range plan is the parent plan and all projects in the TIP must be consistent with the long-range plan. We'll continue to repeat that, it's very important. So, the long-range transportation plan must be updated every four years, it must cover a period of at least 20 years as I mentioned. It must identify anticipated funding to meet the region's transportation needs so a big part of that long-range planning effort is developing a financial plan, looking out over that time horizon to see how much revenue we expect and then developing a plan of projects like the candidate projects that are submitted by your member agencies to see of this limited funding and all these projects that you've submitted to us, what can we afford within this little box of funding over the next 20 or 30 years. The Transportation Improvement Program again is related to the long-range transportation plan because again all projects must be consistent with it. It must be updated. Well, in our case, it's updated every two years. We could wait every four years, but that's a long time to wait. It covers a 5-year period, it also programs the funds to specific projects. So, at the heart of the TIP is a project list that lists every project and, by fiscal year, it will list the fund source, the amount and the phase. It must be fiscally constrained or financially constrained so, again, we need to identify the resources available over that five-year period and only program project funding up and to that amount and no more than that otherwise we'll be out of constraint.

And the TIP also includes the RTA five-year financial plan, so all of the RTA projects are included in the five-year TIP. So now I'll pivot because we've been talking about these two plans and project programs, the importance of the different funding sources and their limitations, so I'm going to talk about federal funding, federal funding from the Federal Highway Administration, FHWA, FTA funding, Federal Transit Administration also state funding from the Highway User Revenue Fund also some other ADOT funding and finally, RTA funding. I'm not going to talk about other sources like aviation funding, just the Surface Transportation Funding. And it's again important to remember that for any project it must be consistent with the region's long-range transportation plan to be funded and also another important policy limitation is that the RTA Board prioritizes available regional transportation funding toward delivery of voter- approved RTA projects. So, there's just not been enough of the RTA sales tax to cover the needs of the current RTA plan, so we've been directing some of those other funding sources to deliver those RTA commitments. So, the next several set of slides is going to look similar. It's going to have the category at the top and then you'll have these six boxes of different types of transportation facilities or programs. So, we've got interstates and highways on the left, arterial and collector roadways, transportation alternatives projects, those are the bicycle and pedestrian projects, transit capital like bus purchases, transit operations and then miscellaneous projects and programs could be studies, could be technology, that sort of thing. You can see with the green, those, for this particular funding source, those dollars can be spent in that area. If it's yellow, dollars may be spent and red dollars cannot be spent in that particular area. I'll also talk about funding characteristics and funding limitations. For this first slide, federal surface transportation funding, that source that's programmed in the TIP includes surface transportation block grants program funds or STBG, as well as regional transportation alternative grants, those are again for the bicycle and pedestrian facilities. The apportionments total roughly \$23 million annually and it will vary. It also has several limitations, these two sources. We have non-federal match for FHWA funding sources of 5.7%. It's also subject to what's called obligation limitations, so even though the apportionments have an amount by federal regulations and policy as well as ADOT policy, we can't spend the entire amount. So, we may be required only to or allowed to spend up to 95% and sometimes we've

been told it might be even reduced further. Also, it's important to note that these funding streams come to us by census urban area boundaries, so it doesn't all just come to the region. So, we get a certain bucket of money that comes to areas in a region of greater than 200,000 population. Areas of five to 49,000 population, and finally those with less than 5,000 in population. It's also important to know that projects with federal dollars have various federal regulations that must be complied with, including project scoping, development design, bidding and delivery. For example, projects also must comply with the National Environmental Policy Act, that might involve developing an environmental impact statement, for example. Also, with these funds that are programmed through the regional process, they must be obligated in the year that they are portioned, so they don't roll forward like other funding sources could if they're not expended, so it's more high stakes. The clock is ticking and it's use it or lose it. OK, next slide, federal transit funding. The total apportionments from the sources that we program most recently are, total about \$25,000,000. Those include a number of different grant programs, primarily through the Federal Transit Administration, the largest of which is 5307. That's the transit funds for urban areas that can be used on both capital and operations for transit projects, that's about \$22 million of the \$25 million is 5307 funding. Funding limitations, the match requirement is actually higher for these FTA funds of between 15% and 20% generally depending on the type of project and the funding source. And miscellaneous projects have included preventative maintenance, storage and fuel facilities, as well as tech upgrades. OK, switching gears now, we talked about federal, let's talk about state. We call it Regional Highway User Revenue Funds, or HURF, the 12/6 funds. You'll hear us mention HURF 12/6 repeatedly, these are in contrast to HURF that goes directly, is allocated directly to cities, towns and counties by formula. So, this is a different source that comes only to MAG and PAG. The annual amount is about \$31 million, and that formula is provided to the region through state law. It can only be used on regional projects, but could also be applied to those multimodal components, including sidewalks and bike lanes. And again, this is not the direct HURF that goes to cities, towns and counties. This is regional HURF 12/6, but as you can see from the green boxes, it can be applied to interstates and highways as well as those interstate and collector facilities. Here's another source of regional HURF, it's called 2/6. You may hear us talk about this less frequently

because there's, there are more restrictions to it. The amount really depends on the cash flow analysis by ADOT in terms of how much we can program but the annual amount is roughly about \$7,000,000. It's, as opposed to HURF 12/6, which is established by state law and can be found in the statute, this is provided to us through policy at the Arizona State Transportation Board. Only MAG and PAG receive this fund, and it can only be used on state-owned roadway projects such as state routes and interstates. But it is cooperatively programmed by PAG and ADOT on those types of facilities. Another major funding source that you'll hear us talk about and you'll see in the TIP, ADOT discretionary. This is really, this is part of the two-part 13% that is really for major projects, the total of which can vary significantly. So based on an agreement going back to 1999 called the Casa Grande Resolves. the PAG region receives 13% of both ADOT discretionary and ADOT subprogram funds, that's determined based on a three-year rolling average. So that's why you'll see that high level of variation from year to year, \$45 million to \$150 million plus because it depends on where those dollars are being allocated throughout the state on an annual basis. Also, each surface transportation bill will change, could change the amount that's apportioned to the state of Arizona. So we saw a pretty significant jump between the FAST Act and the IIJA. So I guess we'll see what happens with the next surface transportation bill, if it will maintain those same levels. As you can see, it's pretty limited in terms of how those dollars can be applied and to see interstates and highways, and for this discretionary, it's really the major projects like freeway interchanges and interstate widenings. Just to mention briefly, this is the other component of that 13%, the ADOT sub program. We do not, through our committee process, really have a role in that determination of where those funds can be applied. It's really based on ADOT's needs and based on a technical formula for their system, but it's just good to know that there's between \$9 million and \$29 million that is applied to our region on smaller projects for ADOT facilities. And then RTA funding, as I mentioned, Rick is going to be providing an overview later today, but it's good to know that as you can see, the funding can be applied across all of those categories but there are, of course, limitations. The RTA funding is budgeted annually, of course the funding comes primarily through the half-cent sales tax that was approved by the voters. It must be applied to deliver those commitments in the RTA plan, either the named projects or the categoricals. So just switching gears, I

think it's good to talk about what the priorities are for the next two fiscal years, briefly. We're going to continue to work on the RTA plan and delivering, helping our member agencies deliver those projects as well as RTA Next, developing the next Transportation Improvement Program as I mentioned we update that biannually. So, we're going to start that process later this summer, later this year, in the summer. We're also going to make sure that we fulfill any obligations due to contract or federal interstate mandates and, of course, data and technical tools to support these efforts are part of our mission. They're part of what we do. We do have statutory and fiduciary responsibilities. PAG is the fiscal manager of the regional funds that are programmed in the Transportation Improvement Program, and we are the fiscal manager. The fiscal management is pursuant to contracts with our federal and state partners and the RTA. There's a detailed agreement between PAG and ADOT, for example, that outlines our responsibilities. And there's also an agreement between PAG and the RTA through an MOU in which PAG will serve as the fiscal manager of the RTA funds providing administrative and accounting services to deliver all the programs and comply with the RTA's operations and governing laws so PAG is really the employer helping RTA meet its commitments. And so hopefully this overview helped you understand sort of the roles of PAG and the various funding sources that come through our region and I'm happy to take any questions, thank you.

**Mayor Romero:** Any questions, concerns, comments, observations? OK, if there are none, thank you, Mr. Brown, I appreciate it.

**Jamie Brown:** Thank you.

**Mayor Romero:** I do have a note more than anything, and just to let my colleagues on the Regional Council know, Mr. Moghimi, I will be requesting a future agenda item for a presentation on the roles and responsibilities of the various PAG committees and who their respective members are. For those that are coming into PAG, there are many committees that have certain responsibilities to make recommendations to the Regional Council, and so it's always good to know how those committees, when they're meeting, who they report to, what are the

recommendations in the issue areas that they deal with, and so I'll be requesting a future agenda item so that we can go through the committees for PAG. Item 6 —

**Supervisor Grijalva:** Mayor Romero.

**Mayor Romero:** Yes.

**Supervisor Grijalva:** Really quickly, I do want to make note that Supervisor Scott did also put in a request July 22, requesting a review —

**Mayor Romero:** Of last year?

**Supervisor Grijalva:** Yeah, well, 2024 and there was a mention of it in July 15, 2024, as well regarding the PAG committees, and so if it's OK, I'll go ahead and forward this to you since I believe it's already been submitted to administrative —

**Mayor Romero:** Absolutely, it has been submitted by Supervisor Scott to the PAG. We'll just make sure that it does end up at the next —

**Supervisor Grijalva:** Committee —

**Mayor Romero:** Agenda for the next meeting.

**Supervisor Grijalva:** Perfect.

**Mayor Romero:** Thank you, any others? Alright, so we will move on to item 6.

**Chairman Jose:** Chair Romero.

**Mayor Romero:** Yes. I'm so sorry, Chairman Jose, we don't see when you have your hand up, if someone can wave at us and let us know, go ahead Chairman.

**Chairman Jose:** OK, thank you to the presentation. Exactly to your question and previous question. I think those committees need to be looked at. I looked on the website and I looked at some of the committee members and some of them are no longer serving in their roles or positions. I know for the Tohono O’odham Nation, there is some question there, so I don’t know who looks at that and updates that from time to time, but just for a, I guess a future discussion or attention to whomever that may be, I would appreciate that because we have a few, Tohono O’odham Nation would like to contribute to that discussion, or however we can assist in that matter. Thank you very much, nothing further.

**Mayor Romero:** We'll be adding the agenda item at our next PAG meeting and so hopefully we'll have the item. Will have background information before we get to the table so that the jurisdictions can take a look at how their jurisdictions are being represented at the committee level and as Supervisor Grijalva suggested, there had been a request by Supervisor Scott to have this item at the PAG and just had not made it to the agenda yet, so we'll make sure that it, that it will be at our next PAG meeting.

**Mayor Winfield:** Chair Romero.

**Mayor Romero:** Mayor Winfield.

**Mayor Winfield:** I do have a screen in front of me that does have Chairman Jose, so I can see his hand.

**Mayor Romero:** OK.

**Mayor Winfield:** My apologies, but I'll —

**Mayor Romero:** Yes, if someone can just let me know when he has his hand up. I appreciate it. Thank you, Mayor Winfield. Any others? All right, we'll go to Call to the Audience then.

**6. Call to the Audience**

[Item #6 Audio Link](#)

**Adam Ledford:** Madam Chair, there are no speaker requests for this call to the audience.

**Mayor Romero:** All right, so no request right now. We move on to item 7.

**7. Approval of the Sept. 26, 2024, Meeting Summary**

[Item #7 Audio Link](#)

**Mayor Romero:** Let me make sure that I read it into the record. Approval of the September 26, 2024, meeting summary. Mr. Moghimi.

**Farhad Moghimi:** Madam Chair, members of the Council, the packet materials include minutes from the previous meeting. This is an action item that requires a motion.

**Mayor Winfield:** I move to approve.

**Mayor Murphy:** I'll second that.

**Mayor Romero:** There's a motion and a second to approve. Any discussion on the motion? Hearing none, all those in favor of the motion signify by saying aye.

**All:** Aye.

**Mayor Romero:** Any against? Motion carries. Item 8 is a 2025 Regional Council meeting schedule, Mr. Moghimi.



## 8. 2025 Regional Council Meeting Schedule

### [Item #8 Audio Link](#)

**Farhad Moghimi:** Madam Chair, members of the Council, those dates are in the packet. Typically, with the committee process and how we bring recommendations to the Regional Council, typically every two months, so with your approval we can go ahead and schedule committees to be able to meet Regional Council's dates, and hopefully this way it's on your calendar as well and easier to make sure we have a quorum for those meetings. This is just for PAG Regional Council meetings.

**Mayor Romero:** So, there is, so sorry, there is an agenda for meetings of PAG. There is, of course, today, March 3, then we skip April, then move on to Thursday, May 29, Thursday, July 31, there's no June meeting, then Thursday, September 25 and then our last meeting would be December 4, 2025. Is there any comments or a motion? I see two hands up. Mayor Winfield.

**Mayor Winfield:** I don't necessarily have concerns about the PAG agenda other than how it relates to the RTA meeting agenda.

**Mayor Romero:** That's right.

**Mayor Winfield:** And so I just want to make it known that I don't have any issues with this agenda, but I would like to have a conversation when we get to the RTA. I'll just for the record, I do have a conflict for May 29. I'm OK all the other dates, but I do have a conflict for May 29. I will not be able to attend that meeting.

**Mayor Romero:** Noted, thank you so much. I did look, I have to admit that I did look into the May meeting, and I made sure that it wasn't on the weekend before Memorial Day weekend. Is the Thursday after Memorial Day weekend, but I could understand that there might be some other activities happening at that time. I don't know, I don't want to call you General because you kind of like jump every time, Mr. Maxwell.

**General Maxwell:** Madam Mayor, I'm just going to make the motion to approve it as published —

**Mayor Romero:** As presented.

**General Maxwell:** I would ask that if we were able to all get dates that maybe we had conflicts and see if the Executive director could move some of them around inside the month but as we all know, we've got to do that earlier than later to get them on our calendars.

**Mayor Romero:** So there is a motion to accept the proposed schedule of meetings for PAG. Do I have a second?

**Mayor Murphy:** I'll second that also with the comments to get feedback to see if they can get a majority, obviously, it'd be nice to have everybody here.

**Mayor Romero:** So there's a motion and a second to approve the meetings as presented. Discussion and I'll open up discussion for everyone. I do Mayor Winfield agree with you 100% that some RTA decisions are based on PAG work so I would like to at least consider that we have a ready meeting for April because we have lots of work to do on the RTA side. So we should at least meet April, May and then take it from there, see if we need a June or if we need any other meetings. I also notice that there's no August or October meeting, so I would like for us to consider the possibility of having PAG meetings whenever they're necessary to make decisions for the RTA, if that's OK. So I'd like to make sure that we accept your motion and I guess you used a little bit of language that says that we have some flexibility to add meetings, correct?

**General Maxwell:** Madam Chair, yes, I agree with that. I think, I know we're going to probably have that conversation, as Mayor Winfield said later in the RTA but it's important that sometimes we align and even it's just a matter to gavel in and see if there's anything immediate and gavel out. I think we're all open for for that.

**Mayor Romero:** OK.

**General Maxwell:** The motion was not meant to restrict that.

**Mayor Romero:** OK, perfect. That's, that's great.

Supervisor Grijalva: The only thing I would add is several of us are parents with children that get off certain periods of time, so we can also look at our school schedules, I think TUSD, just to kind of try to, try to avoid where we might be able to hang out with our kids for a minute and not if we can schedule meetings around them. I don't think it's going to be difficult at all, but there's a week in October that you know we'd like to, we'd like to, I'd like to torture my children just a little more than usual.

**Mayor Romero:** And the PAG staff, PAG and RTA staff have been pretty kind, you know, in terms of understanding that some of us have kids still and work really hard to align our calendars as much as they possibly can, so I totally agree. Any other comments or? So there's a motion on the floor, there's a second, and if there's no more discussion, all those in favor signify by saying aye.

**All:** Aye.

**Mayor Romero:** Any against? Motion carries. We move on to item 9, Consent, Consent agenda items for information, Mr. Moghimi.

9. **Consent Agenda Items for Information:**
  - a. **Program Highlights Report**
  - b. **Contracts and Agreements Report**

[Item #9 Audio Link](#)

**Farhad Moghimi:** Madam Chair, members of the Regional Council, these items do not require any action. They're just in there for your information. The first one is any contracts that we have entered to under \$50,000 and the second one is a update of activities throughout the last few months. I typically email those to you as well, but it's included in the packet just for information. If you have any questions, feel free to ask questions either at the meeting or anytime after the meeting, reach out and be happy to answer any questions you may have.

**Mayor Romero:** Are there any comments or questions on this item? So we don't need, Mr. Moghimi, you said we don't need a motion?

**Farhad Moghimi:** No action required, no.

**Mayor Romero:** All right, any questions at all? If not, we move on to item 10. Item 10 is PAG Social Services Planning Subcommittees - Social Services Block Grant. Mr. Moghimi.

**10. PAG Social Services Planning Subcommittee – Social Services Block Grant (SSBG)**

**[Item #10 Audio Link](#)**

**Farhad Moghimi:** Madam Chair, members of the Regional Council, Genine Sullivan's going to give you an overview of this item, and I guess I'll add a few words afterwards. So go ahead please.

**Genine Sullivan:** Good afternoon, Madam Chair, and members of the Regional Council, my name is Genine Sullivan. I am the Transportation Mobility and Accessibility Program Manager here at PAG, Pima Association of Governments, and we are going to be seeking your approval for the recommendations for the Social Services Block Grant for a state fiscal year 26. For context, Pima Association of Governments facilitates the process for developing these recommendations for Social Services Block Grant funding for Pima County under the guidance and

direction of the Arizona Department of Economic Security. So the recommendations are based on the following goals of the SSBG program in the state of Arizona. No. 1, achieving or maintaining economic self- support to prevent, reduce or eliminate dependency. No. 2 achieving or maintaining self-sufficiency, including reduction or prevention of dependency. No. 3 preventing or remedying neglect, abuse or exploitation of children and adults unable to protect their own interests or preserving, rehabilitating or reuniting families. No. 4 preventing or reducing inappropriate institutional care by providing community-based care, home-based care or other forms of less intensive care. No. 5 securing, or excuse me, referral or admission for institutional care when other forms of care are not appropriate for providing services to individuals and institutions. With that in mind, the Social Services Planning Subcommittee had a task before them, and that task was focused on 8 or 9 of the 29 service categories under the Social Services Block Grant. Now keep in mind, human services organizations in Pima County may then contract out with the state to provide services using these funds. For additional context, the total amount of money available for Pima County throughout this block grant does not change significantly from year to year, it is typically about \$1.4 million. Some things you should know about our overall process include our outreach for committee member participation. We extended invites to members of each of the jurisdictions, we extended invites to the Tohono O’odham Nation and Pascua Yaqui Tribe. We extended invites to over 60 nonprofit agencies across the region, including United Way and Southern Arizona, excuse me, United Way of Southern Arizona and Pima Council on Aging. We held five meetings throughout the months of October, November and December. There were nine or excuse me seven to nine organizations represented at each of those meetings. Some other elements you should know about our meetings were that we extended the opportunity for anyone who is participating in the meetings to either present a fact sheet that will express regional needs pertinent to this funding or to do a presentation. Keep in mind, the fact sheets were put into the broad service categories and those are Department of Child Safety, Division of Aging and Adult Services, Rehabilitation Services Administration in Workforce Development Administration. During this time, no fact sheets were submitted. However, there are several presentations made. As noted in your packet, there are several recommendations made by the subcommittee

members, and you'll see those changes reflected in the packet. The changes to the current allocations were under the following broad services categories. DCAD Case management services, DAAS, case management services, DCAD, legal assistance services, and RSA, interpreter services for deaf adults. Following the recommendations, a public comment period was posted on December 19, 2024. From December 20, 2024, through Friday, January 10, 2025, closing at 5:00 p.m., was our public comment period. We did a total of 22 days for our public comment period, although the requirement is only a 10-day minimum. No comments from the public were received during this process. And at this time, I'll open it up for questions.

**Mayor Romero:** Thank you so much, Ms. Sullivan. Who sits on the Social Services Planning Subcommittee?

**Genine Sullivan:** That's a good question so I can give you some details on that. So, during the course of the five meetings, we had different representatives present. So for the first meeting, we did have Primavera Foundation, Pima Council on Aging, the United Way, Catholic Community Services, member of Casa's Church, Valley Assistance Services, Interfaith Community Services and other meetings we had members from Pima County Housing, Beacon Group, Hope Incorporated, again, the United Way, Project, MORE, Valley Assistance Services, Primavera Foundation, Pima Council on Aging and again Catholic Community Services. In other meetings, some of the same participant organizations. Those include again, Project MORE, Valley Assistant Services PCOA, Catholic Community Services, the Beacon group, Primavera Foundation and Interfaith community services.

**Mayor Romero:** So, these are, these are participants that went to the meeting, or they sit on the Social Services Planning Subcommittee?

**Genine Sullivan:** Both. So, the simplest answer is in our process of doing our invite for anyone who would like to participate as a member of the Subcommittee. The individuals that I reference are those that not only raise their hand saying they like to

be a part of it, but they are active participants in the subcommittee for each of those meetings outlined.

**Mayor Romero:** So, they are participants, and they sit on the subcommittee?

**Genine Sullivan:** They sit on the subcommittee as a participant.

**Mayor Romero:** OK, and who appoints the members of the subcommittee?

**Genine Sullivan:** No one specifically is appointed. They are just invited to participate if they so choose to and by raising their hand to participate. They're saying they would like to be an active participant, and they show up to the meetings and participate in the discussions that are referenced in our agenda that's posted.

**Farhad Moghimi:** Madam Chair, if I may add to that.

**Mayor Romero:** Mr. Moghimi.

**Farhad Moghimi:** It's an ad hoc group. They only meet for this purpose only. Invitations are sent out and anyone that is interested to participate has a seat at the table.

**Mayor Romero:** So it's not an appointed subcommittee that makes recommendations?

**Farhad Moghimi:** No ma'am. It's just the ad hoc committee for this purpose only.

**Mayor Romero:** OK. Supervisor Grijalva.

**Supervisor Grijalva:** Thank you. Is it historically the practice to not put the organizations that are going to be receiving funding?

**Farhad Moghimi:** I'm sorry?

**Supervisor Grijalva:** So these are funding recommendations, right? And I, in my other life I ran a non-profit, and Pima County has outside agencies and all that, and we get a list of the organizations that are being recommended and where are they in the region to try to, you know, make sure to equitably disperse like resources is —

**Farhad Moghimi:** Yeah. So, I can attempt to answer that if I may and then Genine, feel free to add. So historically, it's been funding that is coming through the state and allocated to the county and all the organizations that have been part of this as recipients, they've continued to collaborate among themselves and not much has changed. So basically, unfortunately over time they've seen a reduction in funding, and they've been recommending to hold everybody harmless as much as possible. So historically, that hasn't been that much of a change and they're the same recipients that continue to ask.

**Supervisor Grijalva:** The same organizations are getting the funding, and it would be helpful to me just to have an idea of who these organizations are —

**Farhad Moghimi:** I'm sorry, could you have that handy or was it in the packet? I don't recall which organizations are benefiting from those funds.

**Mayor Romero:** It was not in the packet, Mr. Moghimi. So, I don't know if you can share that information with us, maybe you can read it into the record?

**Farhad Moghimi:** And another part of that, if I may, is that this state makes the final decision. This is a recommendation we're sending to the state, so at this point, it's just what categories to fund so that actual recipients have not been determined until this state makes the final decision —

**Supervisor Grijalva:** Right, but we have an idea of who's going to be receiving the first column. It's just, I've never seen, we have the document with the funding priorities and what the projects are going to be, but not the organization who's doing it. That just seems —



**Farhad Moghimi:** It might be more helpful for us to send you an email with historically who has received it because we don't know who will receive it in the future, we only know the categories.

**Supervisor Grijalva:** Right, but you have an idea of who's, what organizations are being recommended for, to assist survivors of sexual assault in domestic violence, the first one, there's an organization and they might not receive that full amount, they might not receive all of it, but it depends on what's allocated, and then you'll redistribute. I just, I just think it's important for us to understand that because I think that everyone represents different areas of the region and so we want to make sure that distribution of those funds are equitable as much as possible.

**Farhad Moghimi:** I understand if I, if I may, we'll follow up with an email with that additional information and then hopefully, once we hear from the state, once they make a determination, we'll follow up with that information as well.

**Mayor Romero:** If I may, back us up a little bit, I know that Mr. Maxwell has questions, but Ms. Sullivan, do you have the agencies that are recommended for funding because what we received was, different as Supervisor Grijalva said. We received the areas that the funds are going to and the amount that is being recommended for funding in that area, but we don't have the list of organizations that are being recommended for funding.

**Genine Sullivan:** So, I think, a couple things. One, I'll let Farhad speak to the process in terms of how agencies contract with the state and to Mr. Moghimi's point that we probably could provide a list from who received funding in the past, but for this, those decisions have not been made. So just to clarify, when the Department of Economic Security provides us with the funding amounts for the state fiscal year 26 local plan level, there's no organization specifically identified. It's only the broad service category and then the respective funding and service intents under each broad service category and then their respective amounts that are associated with each. And then the subcommittee is asked to say whether or not they agree with

those funding amounts as written through the Department of Economic Security, or if they would like to propose a change. And so what was in the packet is based on the subcommittee's discussions on what changes to the funding allocations they are recommending, so it is not stating funding for a specific organization because that's not our role.

**Mayor Romero:** OK, so then, the Subcommittee or the participants that choose to participate in the process, because we can't call them subcommittee if they're not appointed. The individuals or organizations that show up, they say we should put \$56,000 under assistance of survivors of sexual assault, and then, and then they go down the list in terms of how they're going to divvy up the funds. They don't make recommendations to nonprofit organizations and how much organizations should receive from there?

**Genine Sullivan:** Correct, they do not.

**Mayor Romero:** OK, all right. That clarifies the questions that were put out there. So nonprofit organizations have to go to DES and the state to apply for those funds?

**Genine Sullivan:** Correct.

**Mayor Romero:** OK, great. Mr. Maxwell.

**General Maxwell:** Madam Chair, you just said what I was going to get at is my understanding is this is just the division of the money. The state then makes the selection of organizations.

**Mayor Romero:** Thank you, Ms. Sullivan.

**Supervisor Grijalva:** Can I receive a list of previously funded, like last year, just so I can get an idea of the organizations that have historically been funded because it sounds like, that happens a lot in grants like they already, they'll get the same thing kind of —

**Farhad Moghimi:** We'll be happy to. We'll provide the previous and then once the selections are made for this year, we'll send you a list of the selections.

**Supervisor Grijalva:** Great, thank you.

**Mayor Romero:** And Mr. Maxwell?

**General Maxwell:** And as a follow up. Mr. Moghimi, it's any organization that works in any of these things can apply to DES, so it's, there's nothing we do or the county does, it's all hands off. So obviously if there's a new organization that works in one of these, they can go to DES and apply as well, so, it's, I think that side of it's kind of out of our hands.

**Mayor Romero:** And so going back to your, to your statement, Mr. Moghimi, I think it would help to send an email to all of the PAG Regional Council members so that we know who previously has received some of these, that would, that would help.

**Farhad Moghimi:** Be happy to.

**Mayor Romero:** All right. Any other questions or comments on this item?

**Farhad Moghimi:** This one is an action item, so —

**Mayor Romero:** Do we have a Chairman hand up? No. This is an action item, and we need a motion to approve the recommendations in the report.

**Mayor Winfield:** I move to approve.

**Mayor Romero:** There's a motion.

**Mayor Post:** I'll second.

**Mayor Romero:** There's a motion and a second. Any further discussion on this item? Hearing none, all those in favor, please signify by saying aye.

**All:** Aye.

**Mayor Romero:** Any against? Motion carries. Item 11, Rideshare Vanpool Contract. Mr. Moghimi.

## 11. Sun Rideshare Vanpool Contract

### [Item #11 Audio Link](#)

**Farhad Moghimi:** Madam Chair, members of the Regional Council, Mary Carter is going to give you a quick update on this item. This is again selecting a vendor who provides vanpool vehicles for participants. Mary, go ahead please.

**Mary Carter:** Good afternoon, Madam Chair, members of the Regional Council. I'm Mary Carter, I am Director of Mobility Management and Services. The vanpool contract, as you noted in your packet is up for renewal. We are asking for the endorsement approval for our Executive Director to enter into this contract. Our current contract was a three-year contract with two optional years, and we are currently on an extension due to the delay of the Board meeting. This this vanpool program is an integral part of the Travel Reduction Program, of which all your jurisdictions are participating in, so we request your approval. If you have any questions, happy to answer them.

**Mayor Romero:** There's an action requested to authorize the executive director to enter into the proposed contract with Enterprise Holdings for the Sun Rideshare Vanpool Program.

**Mayor Winfield:** I'll move to approve.

**Mayor Romero:** All right, there's a motion to approve.

**Mayor Murphy:** I'll second.

**Mayor Romero:** There's a motion and a second. Any further discussion? Mr. Maxwell and then Mayor Valenzuela?

**General Maxwell:** So, I heard, from what I heard from Ms. Carter is that Enterprise Holdings is the company that's currently providing this?

**Farhad Moghimi:** It is, but we did go through an RFP process and they were selected —

**General Maxwell:** So what is the historic performance indicators we had from Enterprise Holdings?

**Farhad Moghimi:** They're performing really well. I think the question remains that, from a marketing perspective, if we can encourage more people to participate and that's something that they help with and we do it as well.

**General Maxwell:** Good, thank you. Thank you, Madam Chair.

**Mayor Romero:** Mayor Valenzuela.

**Mayor Valenzuela:** Thank you, Mayor.

**General Maxwell:** Microphone.

**Mayor Valenzuela:** Thank you. I was, it goes to your comment about participants. How do we entice people to participate? I've learned a little bit about the program, and it would be great to have something like this in South Tucson.

**Mary Carter:** So, the Vanpool Program is open to anyone. We, as the, we administer the Travel Reduction Program which the City of South Tucson is engaged

in. So a vanpool is made up of six or more riders. An example vehicle is defined by the IRS, not by us. So, in order for a subsidy to be paid, which PAG is the subsidy source, we have certain requirements that must be met, so the promotion of, the providing of the vehicles, maintenance roadside assistance, all of that is managed by Commute. There's a very limited number of vendors who do actually provide this service. Commute is one of the premier vendors nationwide. We have, we are dependent upon them because they provide everything, we are not in operations. The reason that they contract with us is that we are a subsidy source. That subsidy source reduces the overall cost every month to those riders, and it's generally anyone who has a very long commute. So many of the participants are working or living on the reservations or Fort Huachuca or they cross through our region. So, if you're not 18 miles or greater, one way you may not be ripe for a vanpool.

**Mayor Valenzuela:** Do we have a list of those participants?

**Mary Carter:** Oh yes, we have plenty of data on miles, all of the vanpool data that we collect, in exchange for providing subsidy goes into an NTD report. That NTD report is submitted to the FTA every October.

**Farhad Moghimi:** If I may add to that. So, the operation is essentially leasing a van to a group of participants, and it's not cost effective unless they have high mileage commutes. So typically, people with lower mileage commute, it just won't pencil out for them.

**Mayor Valenzuela:** Thank you.

**Mayor Murphy:** Madam Chair.

**Mayor Romero:** Yes, Mayor Murphy.

**Mayor Murphy:** I know we had problems with drivers in the past, just in general, has that improved over time?

**Farhad Moghimi:** This is actually a great program because they among themselves, they take turns and drive themselves.

**Mayor Murphy:** Oh —

**Farhad Moghimi:** We don't provide a driver. These are five co-workers going to the same destination and they take turns, they drive themselves, or seven, I'm sorry.

**Mary Carter:** And the lease is with the individual. The individual must be 25 years or older with a not perfect but OK driving record. The insurance, everything that's associated with operating that vehicle, except for gas, is shared between the participants, is included in that lease and we post our lease rates on our website currently. They're all newer vehicles, I have some great stories about how people, they thought it was a deal when they bought a \$500 van. When they were going to take care of it themselves and then we converted them over, they're actually at Marana Water off of Ina, so it's safer, it has air conditioning, you don't have to worry about buying tires, all of that. So it is, it's the most economical commute option in terms of all modes.

**Mayor Murphy:** Sure. Thank you, appreciate it.

**Mayor Romero:** Well, and I think it's a valid question to ask, you know, details in terms of like who's participating, where, what are the metrics of success, you know where, where are we funding this and where the needs are, maybe gaps in service, so any background information you can provide the Regional Council would be excellent.

**Mary Carter:** We have many reports to choose from. Yes, I'll coordinate to provide those.

**Mayor Romero:** Any other questions or comments? Hearing none, we do have a motion on the floor and a second. Those in favor of the motion signify by saying aye.

**All:** Aye.

**Mayor Romero:** Any against? Motion carries. Item 12, Regional Transportation Revenues Update.

## 12. Regional Transportation Revenues Update

### [Item #12 Audio Link](#)

**Farhad Moghimi:** Madam Chair, members of the Regional Council, this is an item that we bring to you on a regular basis. The information is in your packet as well. It's just more of an opportunity to kind of watch the trends and where the revenue is coming from and in many cases ensuring that the revenues that are coming from state and federal government are tracked and monitored for your information, but we do give you an update at these meetings for that purpose and James is going to give you that update.

**James Towe:** Thank you, Mr. Moghimi, Madam Chair, members of the Regional Council, my name is James Towe, I am the RTA Budget Manager and I'll be providing a brief revenues update. If you turn to Table 1 of the regional transportation revenues report, through December, PAG has collected about \$16 million in regional HURF dollars. While the STBG apportionments for the fiscal year projected at \$21 million. And Table 3 and Figure 1 through December, show more than \$87 million in HURF and vehicle license tax was collected across the region. As mentioned, PAG collected about \$16 million while the remaining amount was distributed to jurisdictions across the region. Regional HURF revenues show more than 2% increase year over year and a nearly 4.5% increase compared to the five-year average. Table 4 shows HURF 12.6 in details. Through December, we collected \$16 million which is almost 17% more than the ADOT official forecast, and more than 5% stronger than last year. Reporting of actuals was delayed in November and December of FY 24, affecting year-to-year comparison at this stage of the fiscal year. Table 5 shows HURF 2.6 was stronger than expected with collections totaling nearly \$3.6 million through December. And with Table 6 through



December, PAG had over \$111 million in an interest-bearing account, most of these dollars are spoken for. In Table 7, we look at City and Town HURF distributions year to date. Table 8 shows the HURF 12.6 and 2.6 we've already seen. Additionally, we have Pima County HURF and vehicle and Pima County vehicle license tax, the portion set aside for transportation use only. And Table 9 has the previous five years and lets you see how much HURF your City or Town received. Table 10 shows us gallons of gas sold in Pima County through various fiscal years. Keep in mind that the amounts shown are for the same year-to-date period during the previous four fiscal years. We normally see about 13% and through December we were just under 13% for the fiscal year. And in Table 11, over \$61 million has been collected in TPT through December, trending slightly lower than the adopted budget, while showing a slight increase from the same period last year. Thank you.

**Mayor Romero:** All right. Questions, observations, anything. I do have a question, how much of the HURF 12.6 balance is unprogrammed and what is the process to program these funds? I know that, we'll be having a conversation later on the RTA cost to complete, and so I want to make sure that we have a complete picture for all of us to know what balance is unprogrammed, what balance is programmed already, etc.

**James Towe:** Yes, Madam Chair, the amounts that have been allotted to us have, will be all completely programmed through fiscal '29. The interest on that has not been programmed and if that interest were to become available through the state, then that would ideally be addressed at the next TIP development cycle.

**Mayor Romero:** And is there a report regarding the interest and how much is available for PAG to use?

**James Towe:** Yes, Madam Chair. The State of Arizona is in in charge of that account. Unlike the RTA dollars, we do not manage those funds. I assume we could provide that information, but I don't have it currently.

**Mayor Romero:** OK, that would be wonderful if you could provide the information for the Regional Council to have. I'm actually, frankly, a little upset that we don't have that information right now so that we can know exactly what we're dealing with when it comes to programmed funds and unprogrammed funds and how much each pot has. When can we have that information, Mr. Moghimi.

**Farhad Moghimi:** Madam Chair, if I may clarify. So the state provides allocations to us on annual basis. Those allocations are fully programmed so we won't know what the next allocation would be until the state determines what those allocations are, so I think the reference to the account is that it's managed by the state and they give us those allocations, and currently those are all fully programmed in the current TIP.

**Mayor Romero:** Mr. Towe just mentioned that there are funds that are unprogrammed, which are the interest funds so —

**Farhad Moghimi:** Within the account, and the state determines when to allocate any revenue, so currently we do not have anything other than what they have already provided to us.

**Mayor Romero:** Well as simple as providing program funds and being able to share that with the Regional Council and being able to know how much is unprogrammed that belongs to this region would be good as well.

**Farhad Moghimi:** Thank you.

**Mayor Romero:** Any other questions for Mr. Towe? All right hearing none, thank you, Mr. Towe, really appreciate it and you didn't need any action for that, correct?

**Farhad Moghimi:** No, it's just for information.

**Mayor Romero:** All right, so item 13 is 2055 Regional Mobility and Accessibility Plan, RMAP, development update.

### 13. 2055 Regional Mobility and Accessibility Plan (RMAP) Development Update

[Item #13 Audio Link](#)

[Item-13-2055-RMAP-Update-Presentation.pdf](#)

**Farhad Moghimi:** All right, Madam Chair, members of the Regional Council, again, this one is an update on the development of the long-range plan and Jeanette's going to provide that information.

**Jeanette DeRenne:** Thank you, Madam Chair, members of the Regional Council. My name is Jeanette DeRenne. D like the letter Ren, like the bird, so just call me Jeanette, that's fine. I'm here to present on the Regional Mobility and Accessibility Plan. Thank you, Jamie, for bringing this up earlier in the conversation. So, there's a little bit of background about our long-range plan and I'll dive into it a little bit deeper and take any questions that you have. OK, so many of you are familiar with this project, but since there's several new members here at the Regional Council, I'm going to take a few minutes to walk through some of the fundamentals of the plan. For instance, why do we do this plan? What's required and who's involved? First and foremost, I did want to say that this is a federal requirement of PAG. So, Jamie did mention that it's a four-year process. You'll see many, many updates on this project throughout your tenure here on this Board. But it is a federal requirement and there are required elements of the plan which I will walk through during this presentation. It is a long-range plan, it's multimodal, which means it doesn't just cover roadway projects, it covers, transit, covers bike improvements, PED improvements, and all of the different elements of a multimodal transportation system. It's performance based, which I'll explain later in the presentation, and it does have a 30-year horizon, so the requirement is a 20-year horizon. We plan on a 30-year horizon. So, the plan that we're working on right now will start in 2025 and will continue on till 2055. The project, the plan has to have a fiscally constrained project list, and you'll hear me say that many times throughout this presentation and pretty much anytime I present to this Board, it has to be fiscally constrained. Jamie did mention what that means, and

we'll dive into a little bit further, but basically, we have to have a project list that's fiscally constrained and those projects need to be in the long-range plan so that they can receive TIP funding. We call that planning to programming. So the RMAP is the plan where the projects will first appear and then those projects are eligible for TIP funding in the future. One of the assumptions that we do make in the plan, and I'll repeat this several times because it's really important part, is that we do assume the continuation of a half-cent sales tax throughout the duration of that 30 years. There are many requirements to the plan, all of which will be outlined in the document when you receive it this year, but I'm going to walk you through some of the main elements. So, first is fiscal constraint. It's probably the second of many times you'll hear me say that in this presentation but essentially, what that means is that the cost of in-plan projects may not exceed anticipated revenues over the next 30 years. So a big part of what we do is project those revenues in our finance plan and top that out at what do we reasonably expect? So that reasonable expectation has to be based on something I'll talk a little bit later in the presentation about how we get to that number and the methodology that we use to make sure that we're not just very optimistic in that revenue projection, but that we're real realistic in that projection. Another element that we have to talk about is our environmental impacts, mainly that the plan must demonstrate air quality conformity. It's a little bit complicated of a process, but it is a mandate, so we do some air quality modeling as part of the process. Another key component is the public engagement. So this is really interesting because what the statute says is that each metropolitan planning organization shall provide a reasonable opportunity to comment on the transportation plan, which is about as vague as it can be, right, a reasonable opportunity. So what we try to do is make sure that those are reasonable opportunities, but also many opportunities, not just for our jurisdiction partners for committee members, but also for jurisdiction, staff and members of the general public. Earlier in the process, last year I did mention that we did conduct a survey. That survey we reached nearly 4,500 survey participants so to put that in context, the last time we did a survey for the long-range plan was in 2016 and we got 1,100 responses. This time around, we almost quadrupled that and in addition to that, we did hold 10 in-person events and reached out to many different individual groups that may not have been able to participate in the survey. Jenny and her team have been

taking on the outreach for multiple endeavors here at PAG, and she can walk through some of those specifics on the RMAP specific results, but we did conduct an extensive outreach for this effort. Along with that in the statutes, it also says that we really kind of set the bar vague and minimal, but it says we have to hold public meetings in convenient locations. We, we try to do that. We employ visualization techniques to describe the plan, so we don't just put a bunch of text, we make it so that visually people can understand what we're doing and that we make information available to the public. So, we do that through these meetings, through your staff as well as through our website and I'll share that with you at the end of the presentation. So where do the projects come from? Jamie touched upon this a little bit, but I'll dive into that a little bit here. Most importantly, they come from you. They come from the jurisdiction partners and from your plans and processes. The projects have been vetted through your long-range plans, master plans, comprehensive plans, CIP's and brought to the table for consideration by your staff. So given that reasonable expectation of funding, we can't include everything that's brought to the table, so we have to whittle that down to what can fit into that fiscal constraint. On the slide, it talks a little bit about some of the continued projects from the 2045 RMAP update. So, we start looking at that project list and we include some of these items, one being the RTA project. Those projects obviously need to stay in the long-range plan because there's RTA funding committed to them. Projects that are in the TIP, so those projects already have funds programmed, they need to stay in the long-range plan so that they can continue to receive those regional funds. Same thing with projects under construction, so if there's money being allocated to deliver a project right now, we're going keep that project in the plan so that they keep getting funds. Another one is jurisdiction priority, so there's many ways to decipher what those priorities are but when you guys submit projects to us, there's a priority listed. We try to get all the top priority projects, but most of those, just for context, are projects that already have funding on them or a funding source identified like a project that has impact fees that are going to go forward. We also have existing transit services. So, when we came to the table this go round for updating the project list, there are a few things that come in that you'll see carry throughout the project list. One, the projects that were proposed in RTA Next. So should those projects be approved by the voters, they'll carry on in the next 30 years, and we want to make sure they're in the

plan so they move forward pretty seamlessly. Changes in the ADOT CIP, any new ADOT projects, of course we put those in. We also work closely with Sun Tran and with our jurisdiction partners to identify some service expansions for transit services. Those are included. The high-capacity transit project of course is also included and then expanded investments in active transportation. Another item that we also include are the RTA categorical spending so that it's reflected. So, if a category is approved, then there's a matching line item in the RMAP to cover that. So, this graphic shows the main categories of projects, so we have our roadway projects which are modernization and capacity projects and those range in size from large projects like Cortaro Rd. TI to small projects like maybe a bridge deck improvement or an intersection improvement. We also include bicycle and pedestrian projects, and those run the whole gamut of things like bike boulevards, bike lanes, sidewalks, HAWKS, any of those elements would be considered part of the bike and pedestrian portion. And then, of course, there's transit projects. So those include increases to night and weekend service, upgrades to the fleet and facilities and the high-capacity transit projects. So, all of those projects come together, and the list has to be constrained at \$16.2 billion. We're talking 30 years. It's a lot of money, \$16.2 billion. So, when we started the process of doing the list of putting the list together, everybody brought forth a lot of needs, right? And so there are 240 projects that actually cannot be funded under that fiscal constraint. For context, that's about \$28 billion of funding. As Jamie mentioned it, he went through all those different funding sources and told you what's eligible, what's ineligible, but really that revenue projection sticking to that \$16.2 billion is very, very critical. OK, so back to the finance plan revenue projections, the main point I wanted to make here is that we updated our methodology for how we do our revenue projections, and the main component to that was we wanted to stick with how ADOT projected revenue for certain funding sources. They have a team of economists that are really great at what they do so we kept with their methodology, we did project revenue for all the federal, state and local sources. I do want to point out a peculiarity, and that's the local sources. Where you see that second to the bottom row there, local budgets, that is just local funds that will be put toward regional projects. So that's just funds that need to come through the RMAP, so that they can be programmed in the TIP. That does not represent all the money that every jurisdiction puts toward any

transportation project. You guys do your own local projects. Those don't have to be reflected in the in-plan list or in that \$16.2 billion, so all you're seeing there is what we anticipate the jurisdictions' contributions will be toward regional projects. So, those are projects that you'll see that have impact fees associated with them and you know, I can answer any questions about that, but we really wanted to hone in on our methodology and make sure that we were working one-on-one with your TPC representative and your RMAP Working Group individuals to make sure that we accurately reflected that. It gets, it gets important when we start talking about our pavement and capital reconstruction, so there is money in the long-range plan for roadway rehabilitation that kind of aligns with some of the discussions that were happening at the RTA level. But we are in the document going to show we're going to capture what those local pavement investments are so that we're showing the magnitude of your investments not just in what we need to put in the RMAP project list but to show the public that you guys are doing a lot of work in, in rehabbing our roads, even though you know there's always going to be needs in that category. OK, so RTA Next. RTA Next is included, as I did mention, we are assuming that the half-cent sales tax will be collected for the entirety of the plan, so all the way to 2055 and because that assumption is made, all the RTA and RTA Next projects have been included in that project list. So, and others, that's not the entirety of the list, there's many other projects that will not receive RTA funding, but they're all listed in there. We wanted to make sure that we cover our bases moving forward. We also included all the RTA categorical spending and the transit project. As I mentioned earlier, the RMAP has to be performance based. It's, just another requirement, it's an element to measure the impacts of the plan on the transportation network and also on air quality. So, we have 15 Fast Act performance measures that are required of us to track. And we have 38 RMAP performance measures and our RMAP performance measures are just performance measures that we decided as a region were important to collect in order to see how our roadway is performing, our roadway network is performing. Because of our new modeling techniques, we use what's called an activity-based model. We have a few new baseline performance measures which we'll be sharing at a later meeting after we can review those with our other committees, but it's important to note that we have a new data set and more advanced ways of measuring performance which we are utilizing this go round and

will continue to do so through the TIP and the next RMAP in four years. So, taking a look at our timeline, I know this is a little small, but I can answer any questions if you can't read it, but it's important to note that the planned development is a four-year process. This just shows the last 14 months of the process. The star, which you can see kind of an orange line going up and down there is where we are right now in the process. Since this group last met in September, we have pushed the timeline out two months to accommodate a request that we received from the town of Marana to include the Moore Rd. TI project. That goes back to the whole conversation of planning to programming. All the projects need to be in the long-range plan before they can receive funding through the TIP, and the Town of Marana anticipates some funding coming in the near future for the Moore Rd. TI, so if that money comes in, the project's on the in-plan list. So to accommodate that request, we did bump out our schedule a little bit to include that project. It's also important to note, I did want to mention that we did have seven RMAP Working Group meetings. The RMAP Working Group consists of your staff that are knowledgeable on the planning process and can contribute information to the development of the plan. We had 11 Population Technical Subcommittee meetings in the past two years that discussed topics of population and land use model inputs. Also, with staff members from your agencies, there were 11 TPC meetings that had regular updates in the past, just under the past two years, but what I wanted to point out is that there are elements of the plan that we did bring to the committee to get their approval throughout the process. That way we didn't have to backtrack too much, one being the finance plan being such a critical element, we wanted to make sure that they understood our new methodology, they understood the outcomes and that we agreed on that \$16.2 billion before we went too far into the process. So, in July of 2022 was when we first introduced that methodology. January of '23, they approved the methodology and then we just we decided that \$16.2 billion fiscally constrained number in August of 2024. Performance measures were also brought through, and we agreed upon which performance measures and which targets we wanted to see moving forward. We did that in August of last year or I think it was mid-year, I think it was August, but it was last year. And then the project list was approved in August of 2024 as well, and I think that was presented to this committee in September, and it's also been to the Management Committee. So, we have a few months left. This will come back to



the next, at your next meeting for a more in-depth update on the components that we're finishing up right now and we hope to have it in front of this body for approval in July. If you have any questions, I'm happy to take them. The QR code will take you right to our project website. Of course, you can reach out to Farhad or myself at any time with questions and happy to give you any information that you need.

**Mayor Romero:** Thank you, Janet. I was going to call you Renee.

**Jeanette DeRenne:** Jeanette.

**Mayor Romero:** Jeanette. Any questions from the Regional Council members? I do have a question and it's relating to the additional project added in February 19 of 2025. Was the TPC notified that PAG staff made a change to the project list by adding a Town of Marana project to the in-plan project list?

**Jeanette DeRenne:** Madam Chair. Yes, I'm happy to answer that question. At the January TPC meeting, Fausto, the Public Works Director of Marana requested that that project be discussed. We requested that the Town put in a formal request to Farhad and copy myself so that we could take a look at that. They are pursuing some funding for that project, so we wanted to make sure that we accommodated that because incorporating a project of that magnitude takes time to build into our model. We decided to move forward, include that because of where we were in the modeling phase. We did not take it to TPC in February, we would have lost a whole month, so we made the decision to go forward, include it and move on with the modeling phase. We're also updating some other pieces of the model, mainly working with the City of Tucson on the redevelopment module so the timing worked out OK but had we waited another month, we wouldn't be able to get it to July to get this approved.

**Mayor Romero:** So usually, TPC is requested to approve a list of projects and this one in particular was presented to the TPC February 19. They were notified. Were they given an opportunity to give input?

**Jeanette DeRenne:** They, it wasn't presented to them in February.

**Mayor Romero:** This was presented to the TPC February 19, correct, I mean they knew about it. The project was on a list of reserve projects, but it was decided by staff to put it onto the list.

**Jeanette DeRenne:** We gave —

**Mayor Romero:** Usually, the process is that TPC gives approval and recommends.

**Jeanette DeRenne:** Sure, yeah. So, we get approval of the whole project list. We did that last August.

**Mayor Romero:** That was correct, and the Marana project was not part of that list, correct?

**Jeanette DeRenne:** There were two projects that weren't included. So what they do is, they recommend approval of that project list. We brought it to the Management Committee to also verify it. That really triggers the start of our modeling process, so that's what, that's what happened. Our modeling team and our GIS team can start pulling all the information together. There were two requests since that time that came in after the fact. We still had a budget in that \$16.2 billion to accommodate both of those projects. We didn't have to delete any projects or change any of the dollar amounts in the categories. One being the Phoenix Zoo Rd. in Sahuarita that was added. I believe in December we got that request because we had capacity and the modeling team had time, we were able to add it. Then I just explained the process for the Moore Rd. TI. That came in and we added it. There are no requirements that the committees approve the list. We do take it to them because we make a lot of assumptions based on that list. So we did make the decision to move forward.

**Mayor Romero:** And the reason I'm bringing this up, nothing against Sahuarita and Marana, is because the City of Tucson did a similar request for an amendment to the

existing RMAP, and at the time that we requested this was last year in 2024, the Executive Director and PAG staff made the decision to oppose and added roadblocks to the City of Tucson adding a project to the RMAP, that was our high-capacity transit. We were trying to apply for federal funds, as you may recall, those that sat here for that conversation. You know, it's been brought to my attention from our member Sam Credio that sits in the Transportation Planning Committee, that members were informed that an additional project was added to RMAP into the in-plan project list at the request of the Town of Marana, resulting in a 2-month delay to complete the RMAP update. When the TPC approved the project list in August of 2024, this project was on the reserve project list. The item was presented to the TPC in February of 2025 as informational only with no opportunity to take action. These types of actions by staff at the PAG concern me deeply because there is, at least a perceived lack of transparency, a lack of collaboration with all jurisdictions in PAG and the appearance of favoritism towards certain jurisdictions over others. These types of actions undermine the PAG trust from the Regional Council members and from the public, and as I said, tinge our process, with at least what people view as the favoritism so hopefully our mission to address regional issues cooperatively is something that we keep in mind. Again, this is not anything against Sahuarita or Marana, it just seems to the City of Tucson that there is favoritism being played, and when the City of Tucson is being told you have to follow a process, get back in line and we lose an opportunity to apply for millions of dollars in federal grants, these types of actions really fail the transparency test. And that's a statement, not a question, not asking you to say anything about it. Supervisor Grijalva.

**Supervisor Grijalva:** I'm wondering how we got into the situation. Why wasn't the RMAP and the air conformity updated in a time frame that keeps all the documents in good standing?

**Farhad Moghimi:** If I may Madam —

**Supervisor Grijalva:** Because it is impacting one of Pima County's and specifically in my district, a Valencia Rd. project that has huge impacts.

**Farhad Moghimi:** Madam Chair, Supervisor Grijalva, a combination of things. As Jeanette mentioned, RTA Next is a subset of the RMAP, and the RTA Board during RTA Board discussions, and we can discuss it further, had delayed approval of our RTA Next plan several times. At the beginning of the RMAP process, we tried to make sure that the schedule is consistent so once RTA Next is finalized, we can add that to the RMAP and have the RMAP finalized. Because of those multiple delays on the RTA Next, at some point, we recognize that we may need to just go ahead and have RMAP proceed on its own, so that's the reason for several delays in finalizing the RMAP. Having said that, multiple concerns obviously, especially the one that you were just talking about, because of the federal executive orders that came out, there are some other factors that are playing into those RAISE Grants. I am not as concerned about that, I think that will be reviewed and we'll have a determination by the federal agencies but there are really several factors that are playing into that at this point. But we're confident RMAP is a long-range plan, we update it as frequently as needed every four years. We can always get the priorities into the plan, and that's not a concern at all. I don't think we're at risk of losing any federal funding unless that decision is made by the feds, not at this level.

**Supervisor Grijalva:** So just to follow up, right now, our region is currently in a transportation conformity lapse like grace period, so this limits the region's ability to amend the TIP, which I think that's one of the biggest concerns that we have is you know this is delaying a lot of new projects and a lot of access to funding, that, was this body aware on the implications of the delay, like what delays, what the ripple effect was of the delays?

**Farhad Moghimi:** So yeah, the delays for the TIP amendment purposes, we had updated our TIP just recently. The TIP was adopted back in October, so everything that needed to be updated has been and should have been updated in that document. So again, some of this is relatively new, and I don't want to make assumptions, but I think federal agencies are being cautious and they're not communicating to us some of their concerns until they know for sure how they're going to address it. But to our knowledge, it's not impacting anything. Any project

that's in the TIP can continue to move forward as written in the TIP. I'm not concerned that anything's at risk at this point.

**Supervisor Grijalva:** And I, and I do want to share Mayor Romero concerns that the additional new projects and what that were added after the deadline for projects. What that looks like to the community at large, I think it's important —

**Farhad Moghimi:** I'd like to comment on that —

**Supervisor Grijalva:** Absolutely.

**Farhad Moghimi:** Again, that was discussed at the TPC at the request of both Sahuarita and Marana. They made a request at the committee level, there was capacity within the fiscal constraint from our perspective because we're doing the modeling and we're doing the data analysis, there was no impact at all to anyone, so obviously we want to honor their request, plug it in and move forward. I don't believe there was any concern. If anybody had any concerns that would have brought that up at the at the TPC meeting as well. From our perspective, what we're trying to do is to accommodate everybody's request, and if there is a window of opportunity to do it, that's why we decided to do that.

**Supervisor Grijalva:** Well, and I think that in the future, if there's capacity in that way that it should be made available to the entire region so everyone is aware that there's an opportunity to do that and my impression was that while you could accommodate those, there seemingly other projects that potentially we didn't know that we could put in more projects that there wasn't an opportunity to do that and so I think that, that is important like that, the outreach there regionally is important.

**Jeanette DeRenne:** Madam Chair, I can address that. So, because it's a four- year process, it takes a lot of time. We have to start different things in a domino effect. So there's no real hard and fast deadline for the project list. We always leave a little bit of capacity, and that capacity is for several different reasons. One, to accommodate these types of requests. Also, if we were to get a bid on a project that comes in and

it's way higher than what we had, we can accommodate that so we do leave a little cushion just to accommodate these things, changing cost estimates, changing bids, a project that comes up where there's funding available, there's going to be funding there. We do our best to accommodate everybody in that we don't open those last thousands of dollars for general additions because we worked really closely with the committees for the past, specifically the past two years, to make sure all your priorities are on there. I can say with confidence that all your priorities are on there. All your RTA conversation priorities, they're on there. We created categorical descriptions to accommodate every type of project that you guys have done or plan on doing so I can say that at the committee level with the RMAP working groups and with the TPC, we've done our best for 5 1/2 years, I've been doing this, but specifically over the past year to make sure everything is in there and everything is covered. So it just happens to be that these two jurisdictions had projects, they came in, we had cushion and we moved forward and that really does benefit the entire region because now we don't have to come back when they do receive the funding and update it, so should the Town of Marana receive their funding for Moore Rd. TI, we would be back here a year from now having a conversation on how do we update our finance plan, how do we update our modeling? What other projects you know have to move around? We have to open up the whole can of worms, But where we are right now in the process is we can foresee that money coming we're going to include it. So, if there's any other questions about, you know, that process I'm happy to answer them. I think Farhad —

**Farhad Moghimi:** Yes, if I may add, Madam Chair, Supervisor Grijalva. So, the request was sent out to all managers. There was a memo from Jeanette identifying that we have a need to ensure any project that's going to rely on federal funding to make sure that it's going to end up in this document, and that's when we heard from Marana that there's a project that potentially is going to come in and needs to be in the plan. I think all managers were aware of that. The memo came following a Management Committee meeting because we had that discussion at the Management Committee as well.

**Mayor Romero:** If I may, I think that where the frustration lies is that there was no opportunity to discuss this at a committee of TPC, and representatives of the City of Tucson and Pima County expressed frustration at the lack of transparency and collaboration. And so, basically, some jurisdictions have been told no, you have to wait, you have to go through the process, it takes time, you have to present certain environmental elements, you've got to present XY and Z while other jurisdictions can just slide in there. Good, I'm glad there's capacity to be able to do that. I am not privy of any communication with our representative at the TPC about asking other jurisdictions to present their needs. We don't want to be getting in the way of Marana and Sahuarita to prepare themselves for possible federal grants. But that accommodation was not given to the City of Tucson when we requested it and when there were millions and millions of dollars, that we could have gone out to get from the federal government. So, there's just frustration and lack of transparency and collaboration that TPC members were not given. This was presented to them in February, basically saying we're just going to put them in there and so that I believe is the frustration that we're hearing both from Pima County and City of Tucson, TPC members. Any other questions, comments, input. Mayor Valenzuela.

**Mayor Valenzuela:** Thank you, Madam Chair. I'm very new to this and I want to know what the difference between the capacity projects versus the modernization projects are.

**Jeanette DeRenne:** Sure, that's a very good question, Madam Chair, if I may. So, there's several different types of roadway projects. A capacity project would be something that would add capacity for additional trips so a road widening, additional lanes, a larger intersection, something like that, that would make the road be able to accommodate more trips. A modernization project is something where we're adding, essentially adding an amenity, so there might be a road that doesn't have a bike lane or doesn't have a sidewalk, or it needs new signal technology, those would fall under modernization projects. So you'll see a variety of both of those types of projects in the plan, but yeah, it's split so there's a whole variety of different projects.

**Mayor Valenzuela:** And I also heard you mention about a performance metric. When are those done? I recently read an article that the City of Tucson is probably among the deadliest cities for pedestrian safety. Is there a metric that measures that in our performance review?

**Jeanette DeRenne:** Yes, Madam Chair. There are several metrics that address safety. Safety performance is measured at the state level and at our level during the RMAP process. What can I say about, what was the first part of your question, you said —

**Mayor Valenzuela:** The performance metric, when is it done?

**Jeanette DeRenne:** Oh, when is it done? So we're in the process of doing that right now. We have the project list that's solidified, we have a modeling team that's running a model that's going through those performance measures and we're trying to show the outcomes and what we anticipate them being in 2055. So we have our baseline performance, and we know how we're performing right now and what our modeling team is doing is they're taking those new projects and those new investments and determining what that performance will be in 2055, so hopefully at our next meeting here with this Board, we can share some of those outcomes with you.

**Mayor Valenzuela:** Does that include the impact of transit and the safety measures or is that a separate category?

**Jeanette DeRenne:** There are 15 measures that we have to do for the federal requirements, and then there are 38 measures that we do just because we collectively thought it was a good idea. We're also looking at some new measures that we'll be bringing forward on how we utilize some of those new data sets that we have. Safety, not positive there's safety for transit as a performance measure. I don't believe there's transit performance measures. We're looking at on-time departures and things like that and then safety as a general category.



**Mayor Valenzuela:** Thank you.

**Jeanette DeRenne:** You're welcome, anytime.

**Mayor Valenzuela:** Thank you, Mayor.

**Mayor Romero:** Any other questions, comments on this item? And this item is for informational purposes only, so we don't need any motions. Thank you so much, Janet or Jeanette, sorry about that. Item 14, agreement renewal.

**Chairman Hernandez:** Madam Chair.

**Mayor Romero:** Mr. Chair.

**Chairman Hernandez:** Yes, I just wanted to, I just wanted to ask if I could be excused. I will continue on virtual, it's just that I have other pressing matters that I got to attend to right now, so if I can be excused.

**Mayor Romero:** Absolutely, Mr. Chair. Thank you so much and we will make sure that you are connected and that we could see whenever you hold your hand up for discussion. Thank you, Chairman Hernandez, thank you for joining us today. All right, so we move on to item 14, agreement renewal for transportation Art by Youth program, Mr. Moghimi.

#### **14. Agreement Renewal for Transportation Art by Youth (TABY) Program**

[Item #14 Audio Link](#)

**Farhad Moghimi:** Madam Chair, Lance is going to give you a quick update on that.

**Lance Peterson:** Good afternoon, Madam Chair, members of the Regional Council. I'm Lance Peterson, Project Implementation Administrator here at PAG, and today, I'm pleased to be with you to bring an updated agreement between our local

jurisdictions and our Transportation Art by Youth Program. So this program has been around since 1995 and provides an opportunity for our local jurisdictions to partner with artists and youth to create artwork to be displayed along local roadways that have a functional classification of minor arterial or larger. Under the program, each eligible jurisdiction can be awarded up to \$25,000 per year. And they have an opportunity to combine up to three years for a total of \$75,000 as a maximum over a three-year period. Our previous agreement expired in December, so we're bringing this new agreement to you, which would be good for another five years. And I'm happy to answer questions.

**Mayor Romero:** Any questions? Mayor Murphy.

**Mayor Murphy:** It's been an exciting program for our Town. I'm not sure about other Towns but because we were able to coddle together a couple of the years, the Sahuarita sign that was put up was through this program so having the youth in the summer especially using their skills has been a, you know, a wonderful addition to our Town so I just wanted to put that on record. Thank you.

**Mayor Romero:** Any other questions? Mayor Valenzuela.

**Mayor Valenzuela:** Thank you, Madam Chair. So, I believe that the City of South Tucson did not apply on time this year, but my understanding is that it rolls over so if we didn't make the deadline, we can use up the \$125,000 at the end of the —

**Farhad Moghimi:** So, Madam Chair, Mayor, if I may. So yeah, we do have a three-year rollover, so you can bank up to \$75,000 if you want to apply for a larger project.

**Mayor Valenzuela:** OK, not \$125,000.

**Farhad Moghimi:** \$75,000.

**Mayor Valenzuela:** And can you briefly tell me what those requirements are? I think the reason why we did not apply on time is because we have Las Artes in the City of

South Tucson with students, they do street art, but they haven't had the funding to continue the programs. Is there any reason why that wouldn't qualify?

**Lance Peterson:** Madam Mayor, first off, South Tucson did make the deadline, so we're expecting their presentation at the March TPC for approval on your project.

**Mayor Valenzuela:** Thank you, I was misinformed.

**Lance Peterson:** But with regards to, I don't know the Las Artes, but we do have in the new agreement, one of the changes was really stipulating that it's a youth program and I believe that Las Artes, the age limit goes well above youth. So we try to cap it at 19 as the maximum and the lower level needs to be Arizona State and federal labor law requirements, meet those requirements.

**Supervisor Grijalva:** Las Artes is a program for up to 21 and so I think that because it still qualifies as an education program, it should qualify, I mean you have to, you can't be over 21. It's up to in order to be able to access services, so I think that, we may have to look at how they're classifying youth programs because it's an education program, too, and perhaps what they can do and Las Artes is, you know, a County program, even though it's in the City of Tucson and so you may be, or City of South Tucson, so you may be able to apply for different funding separate from some of the other programs. Yeah, and I think —

**Farhad Moghimi:** If I may clarify.

**Mayor Romero:** Mr. Moghimi.

**Farhad Moghimi:** Supervisor Grijalva, so our program essentially says you select students as long as they're within this criteria. So anybody's eligible to apply, but they have to have students under 19.

**Mayor Romero:** Any other questions, comments.

**Mayor Winfield:** Move to approve.

**Mayor Romero:** Motion to approve.

**Mayor Post:** I'll second.

**Mayor Romero:** There's a motion and a second. Other discussion. All those in favor of the motion signify by saying aye.

**All:** Aye

**Mayor Romero:** Any against? Motion carries. And we are going to move on to adjournment. But I would like to request the Chair of the RTA give us 5 minutes before we start the RTA meeting.

**General Maxwell:** Madam Chair, you read my mind.

**Mayor Romero:** Excellent. So, item 15 is adjournment. Thank you all.

## 15. Adjournment

The meeting was adjourned at 2:15 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 March 3, 2025. 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 Recording](#)*

**Communication #3849**

**SUBJECT: Program Highlights Report**

Meeting	Meeting Date	Agenda Category	Agenda Item #
Regional Council	June 5, 2025	Consent Information	5a

**REQUESTED ACTION/SUGGESTED MOTION**

This is an information item.

**ASSOCIATED OWP WORK ELEMENT/GOAL**

Overall OWP.

**SUMMARY**

Program highlights are included in the attachment for March and April 2025.

**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.

<b>Staff Contact/Phone</b>	Farhad Moghimi, (520) 792-1093, ext. 4420 Sheila Storm, (520) 792-1093, ext. 4451
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# OWP Monthly Report

March 2025

Mobility | Sustainability | Livability

## 40 – Transportation Activities

### Goal 1: Meet federal mandates for regional transportation planning

- Continued to draft and develop components of the 2055 RMAP.
- Held a monthly larger internal staff coordination meeting to discuss RMAP development status, tasks, and the project timeline.
- Continued coordination with the data science team and GIS to prepare to map and model the approved in-plan projects for the 2055 RMAP including air quality conformity.
- Continued to track and update performance measure data for the performance report that will be included in the 2055 RMAP.
- Completed the draft performance measure report for the 2055 RMAP.

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

- Continued to draft and develop multimodal components of the 2055 RMAP that include projects and funding that will reduce carbon emissions.
- Continued coordination with the consultant for the Dial-a-Ride and Microtransit Service Area Analysis and Comprehensive Transit Planning Study for the Picture Rocks and Vail areas. This study will inform multimodal components of the RMAP and will include a carbon reduction analysis.
- 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. It will also include a carbon reduction analysis.

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

- Continued to utilize the approved 2055 RMAP multimodal project list for plan development and modeling.
- Continued development for the RATP and Dial-a-Ride and Microtransit Service Area Analysis which will ultimately inform multimodal components of future long-range transportation plans.
- Supported subrecipients of FTA Section 5310 funding and members of the Coordinated Mobility Working Group to improve its understanding of regional coordination, important documentation and how to plan for the current FY25 FTA Section 5310 Grant Cycle.
- Provided technical assistance for applicants in the PAG region during the FY25 FTA Section 5310 Grant Cycle.
- Worked on elements pertinent to the growth of the Mobility Coordination Working Group and potential applicants of FTA Section 5310 funding in the PAG region. New agencies/potential applicants for the FY25 grant cycle include Green Valley Assistance Services, Christian Care - Fellowship Square and Chicanos Por La Causa.

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

- Continued 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 2025.
- Began updates to the coordinated plan pertinent to the announcement of FTA Section 5310 preliminary awards and updates to the regional vehicle inventory list.
- Planning for potential updates to service area boundary maps for public and non-profit organizations receiving funding via FTA Section and volunteer driver organizations.

**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 planning for the next phases of public engagement for the RATP.
- Kicked off the second round of public engagement for the Dial-a-Ride and Microtransit Service Area Analysis and Comprehensive Transit Planning Study for Picture Rocks and Vail. This included an online survey, in-person outreach at transit centers and targeted events, and focus group meetings.
- Continued planning for the 2025 bicycle and pedestrian count and prepared materials to promote and engage the public in the effort. The start of the count was March 31.
- PAG staff provided an update on the RMAP to the TPC.
- Project consultants provided updates on the RATP and microtransit project to the TPC.
- Held working group meetings for the RATP and microtransit projects to engage jurisdictional representatives in the planning process and receive feedback.

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

- Updated public engagement plan for RTA Next which includes identification of key stakeholder groups for post-survey outreach opportunities, and development of new presentation materials.
- Presented RTA Next survey results to RTA Board and multiple community/industry groups.
- Continued public engagement planning for the RATP and microtransit projects including identifying additional impacted stakeholders and conducting the second phase of public outreach for the microtransit project.
- Continued planning for an April 2025 bicycle and pedestrian count including identifying potential new stakeholders as volunteers and holding a virtual training for volunteers.

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

- Supported disseminating information for the 2025 bicycle and pedestrian count.

**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 2025 – FY 2029 Transportation Improvement Program (TIP).

**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**

- Continue to develop the RMAP within the confines of the fiscal constraint.

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

- Worked on the development of potential coordination strategies and updates to support the expansion of the Pima Find a Ride website and regional disaster preparedness planning.

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

- Began updates to the coordinated plan pertinent to the announcement of FTA Section 5310 preliminary awards and updates to the regional vehicle inventory list.
- Major update to the PAG Public Transit Human Services Coordinated Transportation Plan in 2025.

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

- Supported subrecipients of FTA Section 5310 funding and members of the Coordinated Mobility Working Group to improve its understanding of regional coordination, important documentation and how to plan for the current FY25 FTA Section 5310 Grant Cycle.
- Provided technical assistance for applicants in the PAG region during the FY25 FTA Section 5310 Grant Cycle
- Worked on elements pertinent to the growth of the Mobility Coordination Working Group and potential applicants of FTA Section 5310 funding in the PAG region. New agencies/potential applicants for the FY25 grant cycle include Green Valley Assistance Services, Christian Care - Fellowship Square and Chicanos Por la Causa.
- Facilitated the Mobility Coordination Working Group Meeting.

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

- Supported non-profits interested in seeking FTA Section 5310 funding and inclusion in the PAG Public Transit Human Services Coordinated Transportation Plan.
- Meetings to identify opportunities to improve service provisions/reasonable modification for blind, low vision, deaf and hard of hearing riders.

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

- Worked on the development of potential coordination strategies and updates to support the expansion of the Pima Find a Ride website and regional disaster preparedness planning.
- Continued contract compliance and monitoring for Total Ride/WeDriveU.
- Conducted two RTA/Total Ride operations meetings.
- Monitored Key Performance Indicators (KPIs) with contractor, and updated invoicing protocol.
- Worked with Total Ride/WeDriveU to continue troubleshooting operational issues.
- Held 2 RFP selection committee meetings to discuss Sun Shuttle operational bids.
- Approved IGA amendment for Route 685.
- Worked with staff to validate potential inaccuracies with contractor invoices.
- Met with Sun Tran to discuss details of LoNo grant award.
- Met with WeDriveU Customer Success Director to discuss discrepancies in invoiced revenue miles.
- Finalized FY 2026 Transit MOEs for Pima County and the Town of Marana
- Transit planning and data analysis.
- Attended Microtransit study biweekly meeting with Kimley Horn.
- Worked with local stakeholder on the placement of a new bus stop sign location for Route 486.

- Attended third Technical Advisory Committee meeting for the Dial-a-Ride/Microtransit study being conducted by PAG.
- Attended Microtransit study meeting with Oro Valley stakeholders.
- Met with ADOT staff to discuss FTA Grant 5311 and 5339 awards.
- Provided feedback to PAG/RTA Public Outreach and Engagement team for RTA Next presentation.
- Attended virtual training on Remix's new software functionality.
- PSTAP finished and submitted to ADOT and the transit safety committee.
- Approved to start the bus stop installation on the following routes: 486, 413 and 430.
- Caught up on 5311 reimbursements for the last fiscal year.

**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.
- Received Regional Council approval to proceed with new vanpool contract for 2025-2029
- Continued development of the RATP and microtransit project, which will ultimately help reduce auto emissions and promote alternative transportation for commuters.

**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 RATP, which will be used to inform active transportation elements in the 2055 RMAP to the extent feasible and future long-range transportation plans. This plan will ultimately inform the RMAP and other long-range transportation plans.

## Regional Data and GIS

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

- Continued collecting data and updating performance measures for 2055 RMAP report.
- Continued preparing a summary table of performance measures for 2055 RMAP report.
- Created charts of performance measures for the 2055 RMAP.
- Drafted a performance measure report for the 2055 RMAP.
- Continued to coordinate GIS data for updated performance measures, including updates to published online maps.
- Continued to update RTA Next proposed transportation maps and RTA accomplishments maps.
- Continued development of static maps and documentation of source data for the 2055 RMAP.
- Continued updating PAG's internal GIS library and ArcGIS online resources.
- Continued delivering PAG's regional GIS data to member jurisdictions and the public.
- Maintain and update database applications, online feature layers, and interactive map products.

**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.**

- Continued development of the RATP and microtransit project, which will ultimately help reduce auto emissions and promote alternative transportation for commuters.

**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 RATP, which will be used to inform active transportation elements in the 2055 RMAP to the extent feasible and future long-range transportation plans. This plan will ultimately inform the RMAP and other long-range transportation plans.

**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.**

- Completed RMAP model scenario runs and reviewed performance measures.
- Completed update of early, mid, and late roadway and transit networks based on latest additions to RMAP project list.

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

- Discussed regional data and performance measures developed for micromobility, transit and pedestrian.
- Continued reviewing the multimodal transportation system performance measures task presentation and reports.
- Presented progress of the UA project at March TPC meeting.
- Continued to conduct the PAG Household Travel Survey.
- Continued to advertise the survey through social media ads.
- Sent invitation emails of PAG Household Travel Survey to TRP employers and coordinators.
- Reviewed final list of spring 2025 traffic counts with jurisdiction feedback and sent to contractor.
- Held DTA training with PAG staff.
- Began testing of final delivered DTA model and reviewing a final report.
- Retrieved City of Tucson NoTraffic turning movement count data.
- Continued reviewing the data quality of NoTraffic turning movement count data.
- Continued developing performance measures and improving estimation accuracy for regional-level performance measures.
- Initiated final documentation of Ecopia project (orthophoto feature extraction of active transportation GIS datasets) through creation of a story map featuring ways to utilize the data.

## **11 - Regional Integrated Watershed Planning**

**Goal 1: Fulfill Mandatory Designated Watershed Planning Responsibilities**

- Continued to monitor ADEQ's AZPDES permits-in-process map and public notices for advance notice of potential consistency reviews or other PAG 208 processes.
- Continued working on annual Administrative Updates to the technical appendices of the PAG Areawide Water Quality Management Plan (208 Plan) such as water quality conditions or regulatory change documentation.
- Continued review of PAG's 208 Plan for the 5-year update.
- As chair, shared the legal action report and meeting summary for the February meeting of ADEQ's Statewide Water Quality Management Working Group (WQMWG), at which WQMWG members voted to forward a recommendation of approval to ADEQ for two Mohave County 208 Plan Amendments. As chair, prepared for spring meetings.
- Conducted the March 2025 riparian health assessments (RSA) to map flows within the Cienega Creek Natural Preserve, coordinated with the county for consistency of protocols, and reviewed a related Santa Cruz Watershed Collaborative RSA template for increased regional utilization.
- Provided direction on a 208 review process for potential future changes to the Pima County and Town of Marana DMA boundaries near the Saguaro Bloom development in Marana.

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

- Prepared member updates and logistics for a June Watershed Planning Subcommittee meeting to discuss water-related topics of regional interest and provide annual notification of 208 Plan administrative updates.
- Participated in interviews of local water experts to help build a network for local drought responses and provided feedback on a spring forum being developed to engage professionals in the field.

## **12 - Regional Air Quality Planning**

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

- Continued to prepare MOVES and AP-42 inputs for the Rillito PM 10 nonattainment area for 2030, 2035, 2045, and 2055.
- Continued to perform MOVES runs for Rillito PM 10 nonattainment area for 2030, 2035, 2045, and 2055, analyze and discuss results, and perform additional runs as necessary.
- Continued testing the automation of MOVES runs via the ABM automation Jupyter Notebook.
- Attended DTA Training for PAG staff.
- Drafted SOW and Budget for ADEQ Transportation Conformity Grant.
- Attended ADEQ Rillito PM10 Nonattainment Area SIP Update Meeting.
- Attended ADEQ Power Sector State Plan Information Session Meeting.
- Attended ICLEI – USA ClearPath 2.0 Introductory Webinar.

## **44 - Regional Economic Vitality**

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

- Continued participation in meetings and activities of the Making Action Possible (MAP) Dashboard. Attended board meeting held March 12, 2025.

### **Goal 4: Conduct long-range sustainability planning including engagement of key stakeholders in coordinated efforts.**

- Prepared a draft agenda and contacted speakers for a May Environmental Planning Advisory Committee (EPAC) meeting to discuss coordinated environmental efforts among stakeholders.
- Continued to gather member feedback on the EPAC Top Environmental Issues List for 2025 with an additional time extension needed to address member comments.

## **35 - Strategic Opportunities**

### **Goal 1: Facilitate partnering for regional activities in alignment with PAG's mission through coordination and collaboration on projects or initiatives that improve the quality of life and economic well-being of area residents. Assist partners that are pursuing goals in alliance with PAG's goals by providing leadership, organizational structure and financial administrative assistance.**

- Under partnership agreements, continued providing leadership and support for the Center for Pima Basin Sustainability (CPBS) in the form of watershed-wide coordination and collaboration for Conserve 2 Enhance (C2E).
- Continued design and development of annual program development plans including river restoration project implementation in partnership with C2E advisors at the Santa Cruz Watershed Collaborative.
- Continued to execute agreements to provide fiscal agent program support for C2E and planning for additional grant funds via Tucson Water donations collected for C2E and direct PayPal donations to CPBS.

## **36 - Regional Partnering Center Support**

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

- Operated the Sabino Canyon Shuttle
  - Sabino Canyon Trips = 345
  - Bear Canyon Trips = 300
  - Total Passengers in March = 16,398
  - March decrease in visitor volume = 4,215 over 2024.
- Participated in USFS coordination call with Forest Service staff.
- Published TEP Crawler shuttle article for RPC loan resolution.

## **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.**

- Hosted internet-based employee survey on commuter behavior/alternative mode usage and summary reports.
- Collected employee surveys from 11 TRP companies totaling 3,960 employees in March.
- Hosted two TC Training sessions March 11 and 26 as required by the ADEQ contract. Attendees = 39.
- Conducted outreach for new major employer sites to join TRP.
- Deployed new online portal enhancements for RWE site.
- Submitted final ADEQ billing and program activity summary for February 2025 expenses.
- Quantified Sun Rideshare webpage views.
- Conducted one-on-one orientation for Tucson Community Food Bank.

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

- Submitted ADEQ billing and program activity summary for February 2025 expenses
- Updated PAG budget tracking sheet for January FY 24-25 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**

- Administered TRP Employee Survey for 11 employers representing 3,960 employees.
- Presented request to the Regional Council for approval to enter into new vanpool contract.

## **61 – Orthophotos**

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

- Fulfill ortho and LIDAR data requests, manage data for feature extraction, and maintain relevant websites, including Open Topography subscriptions.
- Coordinate ongoing discussions among Regional Data Working Group members and with AGIC remote sensing workgroup to assess regional data needs and to maintain a regional data center.

## **63 - Regional Modeling**

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

- Continued testing of ABM for Exploratory Tool project.
- Completed development and review of land use modeling for high medium and low growth scenarios for ABM Exploratory Tool.
- Completed update and testing of early, mid, and late roadway and transit networks based on latest additions to RMAP project list.
- Continued testing automation of MOVES runs via the ABM automation Jupyter Notebook.

### **Goal 2: Research and develop UrbanSim land use model**

- Concluded preparation of AZ-SMART existing and future land use inputs, plus known project data inputs.
- Developed a SOW for AZ-SMART and UrbanSim Cloud version evaluation.

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

- Completed ABM runs from year 2024 to year 2055 for housing and employment forecasts.
- Completed development and review of land use modeling for RMAP and presented final demographic and socio-economic outputs at PopTech Subcommittee meeting.

### **Goal 4: Review and update annual population estimates and develop the sub-county population projection for PAG member agencies**

- Completed review of FY25 building permits from jurisdictions.
- Submitted the building permit report to AOEO.
- Analyzed the HU inventory difference between PAG records and Census Bureau counts.
- Continued FY24 HU inventory update.
- Continued developing an automated R Script for building permit reports.
- Presented the updated 2024 population estimates in PopTech meeting.
- Attended CTS meeting for population estimates and projections.

### **Goal 5: Develop regional employment data**

- Continued employment data processing optimization.
- Initiated 2024 employer data review and cleanup.

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

- Continued literature review of the multimodal transportation system performance measures.
- Continued to meet with UA Team and review presentations and reports for the UA Project III.
- Presented the project progress of UA Project III at March TPC meeting.

## **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.
- OWP vehicle disposals.

### **Transit contract management and reporting**

- Continued contract compliance and monitoring for Total Ride/WeDriveU.
- Conducted two RTA/Total Ride Operations Meetings.
- Monitored Key Performance Indicators (KPIs) with contractor, and updated invoicing protocol.

- Worked with Total Ride/WeDriveU to continue troubleshooting operational issues.
- Published the RTA's Scope of Work for Request for Proposals (RFP).
- Answered all questions asked by agencies interested in submitting proposals for the RFP.
- Met new Valley Metro Road Supervisor overseeing Route 685 in Ajo.

### **Transit planning and data analysis**

- Attended Microtransit study biweekly meeting with Kimley Horn.
- Facilitated Transit Working Group (TWG) meeting to finalize TIP Project Application negotiations for regional transit funding.
- Continued working on the FTA's National Transit Database (NTD) annual report.
- Worked with local stakeholder on the placement of a new bus stop sign location for Route 486.
- Attended Sun Tran stakeholders meeting to discuss Sun Shuttle route changes for February.
- Discussed FTA grant 5339 with ADOT.
- Provided RTA-related transit information to the PAG Outreach/Engagement team.
- Trained multiple internal staff on the FTA grant 5311 reimbursement request process.
- Continued contract compliance and monitoring for Total Ride/WeDriveU.
- Conducted two RTA/Total Ride Operations Meetings.
- Monitored Key Performance Indicators (KPIs) with contractor, and updated invoicing protocol.
- Worked with Total Ride/WeDriveU to continue troubleshooting operational issues.
- Collected all RFP proposals for Sun Shuttle transit services.
- Attended in-person RideCo meeting to better learn WeDriveU's trip scheduling and managing software.
- Revised and submitted IGA for Route 685 back to Valley Metro.
- Worked with staff to validate potential inaccuracies with contractor invoices.
- Met with WeDriveU customer success director to discuss goals and current issues with Sun Shuttle's transit service.
- Trained internal staff on Egrants reporting.
- Transit planning and data analysis.
- Attended Microtransit study biweekly meeting with Kimley Horn.
- Worked with local stakeholder on the placement of a new bus stop sign location for Route 486.
- Attended second Technical Advisory Committee meeting for the Dial-a-Ride/Microtransit study being conducted by PAG.
- Met with NWARPC to provide input on all transit related items of the current RTA.

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

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

- Continued 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 2025.
- Began updates to the coordinated plan pertinent to the announcement of FTA Section 5310 preliminary awards and updates to the regional vehicle inventory list.
- Planning for potential updates to service area boundary maps for public and non-profit organizations receiving funding via FTA Section and volunteer driver organizations.
- Began updates to the coordinated plan pertinent to the announcement of FTA Section 5310 preliminary awards and updates to the regional vehicle inventory list.
- Major update to the PAG Public Transit Human Services Coordinated Transportation Plan in 2025.

### **47- MainStreet Business Outreach and RTA Project Implementation**

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

**Strategy: Identify and engage businesses 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 3,305 businesses located on 13 major RTA projects currently in construction or design. Roadway Construction: 8, #16 (Phase 3&4) #25; Roadway Design: #1 (Phase 2), #5 (Phase 2), #14, #15, #18 (Phase 3&4); #18 (Phase 5&6), #19 (Phase 2), #22, #31, #32 (Phase #5).



# OWP Monthly Report

April 2025

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## 40 – Transportation Activities

### Goal 1: Meet federal mandates for regional transportation planning

- Continued to draft and develop components of the 2055 RMAP for internal review.
- Held a monthly larger internal staff coordination meeting to discuss RMAP development status, tasks, and the project timeline.
- Continued coordination with the data science team and GIS to map and model the approved in-plan projects for the 2055 RMAP including air quality conformity.
- Completed a draft of the performance measure assessment that will be included with the 2055 RMAP.

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

- Continued to utilize the approved 2055 RMAP multimodal project list for plan development.
- Continued development for the RATP and Dial-a-Ride and Microtransit Service Area Analysis which will ultimately inform multimodal components of future long-range transportation plans.
- Continued to draft and develop multimodal components of the 2055 RMAP that include projects and funding that will reduce carbon emissions.
- Continued coordination with the consultant for the Dial-a-Ride and Microtransit Service Area Analysis and Comprehensive Transit Planning Study for the Picture Rocks and Vail Areas. This study will inform multimodal components of the RMAP and will include a carbon reduction analysis.
- 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. It will also include a carbon reduction analysis.

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

- Provided project rankings and project scores pertinent to the PAG region to ADOT as part of the recommendation process for the FY 25 FTA Section 5310 grant cycle.
- Planned for the Mobility Coordination Working Group meeting forecasted for late May or early June of 2025.
- Surveyed members of the Mobility Coordination Working Group for feedback regarding key topics and areas of focus for the working group during FY 26.

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

- Continued 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 2025.
- Began updates to the coordinated plan pertinent to the announcement of FTA Section 5310 preliminary awards and updates to the regional vehicle inventory list.
- Planning for potential updates to service area boundary maps for public and non-profit organizations receiving funding via FTA Section and volunteer driver organizations.

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

- Continued planning for the next phases of public engagement for the RATP.
- Continued public engagement for the Dial-a-Ride and Microtransit Service Area Analysis and Comprehensive Transit Planning Study for Picture Rocks and Vail that included an online survey and focus group meetings.
- Engaged volunteers for the PAG Bicycle and Pedestrian Count that began March 31 and concluded May 4.
- Held a working group meeting for the RATP project to engage jurisdictional representatives in the planning process and receive feedback.
- Held a working group meeting for the 2055 RMAP to review draft modeling output results and the draft performance measure report to engage jurisdictional representatives in the planning process and receive feedback.

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

- Continued to refine public engagement plan for RTA Next which includes identification of key stakeholder groups for outreach opportunities, and development of new presentation materials.
- Presented RTA Next survey results to multiple community/industry groups.
- Supported non-profits interested in seeking FTA Section 5310 funding and inclusion in the PAG Public Transit Human Services Coordinated Transportation Plan.
- Meetings to identify opportunities to improve service provisions/reasonable modification for blind, low vision, deaf and hard of hearing riders.
- Attended the Ambassador Meeting for WeDriveU Sun Shuttle/Paratransit.
- Worked with Mobility Coordination Working Group members to evaluate approaches for sharing best practices and advancing regional coordination initiatives, to include fleet maintenance, accessibility features, and vehicle utilization.
- Continued public engagement planning for the RATP and microtransit projects including identifying additional impacted stakeholders for focus groups.
- Continued to engage with volunteers for the PAG Bicycle and Pedestrian count including identifying potential new stakeholders as volunteers.

**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 2025–FY 2029 Transportation Improvement Program (TIP).

**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**

- Continue to develop the RMAP within the confines of the fiscal constraint.

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

- Worked on the development of potential coordination strategies and updates to support the expansion of the Pima Find-a-Ride website and regional disaster preparedness planning.

**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.**

- Attended Microtransit Coordination - Public Outreach Discussion Meeting.
- Attended PAG Regional Active Transportation Plan (RATP) Technical Working Group Meeting.
- Strategy: Provide vanpool subsidies to reduce commute costs.
- Processed vanpool subsidy invoice for 14 vehicles in vanpool program.
- Continuing negotiations with Commute with Enterprise to finalize vanpool contract for 2025-2029.
- Continued development of the RATP and microtransit project, which will ultimately help reduce auto emissions and promote alternative transportation for commuters.

**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 RATP, which will be used to inform active transportation elements in the 2055 RMAP to the extent feasible and future long-range transportation plans. This plan will ultimately inform the RMAP and other long-range transportation plans.

## Regional Data and GIS

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

- Continued to coordinate GIS data for updated performance measures, including updates to published online maps.
- Continued to update RTA Next proposed transportation maps and RTA accomplishments maps.
- Continued development of static maps and documentation of source data for the 2055 RMAP.
- Continued updating PAG's internal GIS library and ArcGIS online resources.
- Continued delivering PAG's regional GIS data to member jurisdictions and the public.
- Maintain and update database applications, online feature layers, and interactive map products.
- Continued collecting data on performance measures.
- Uploaded current performance measures to PM dashboard.
- Continued to draft a report of performance measures for the 2055 RMAP to include environmental stewardship data of 2024.

**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.**

- Began running 120 ABM and 120 MOVES runs for ABM Exploratory Tool project.

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

- Discussed regional data and performance measures developed for micromobility, transit and pedestrian improvements.
- Continued reviewing the multimodal transportation system performance measures task presentation and reports.

- Continued to advertise the PAG household travel study and assessment (HTSA) through social media ads.
- Reviewed the overall contents of travel and air quality analysis prepared by WSP for PAG HTSA.
- Continued testing of final delivered DTA model and preparing internal report.
- Retrieved City of Tucson NoTraffic turning movement count data.
- Continued reviewing the data quality of NoTraffic turning movement count data.
- Continued developing performance measures and improving estimation accuracy for regional-level performance measures.
- Completed metadata creation for the Ecopia project (orthophoto feature extraction of land cover and active transportation GIS datasets), verified final quality control steps, and reviewed the consultant's draft story map featuring ways to utilize the data.

## 11 - Regional Integrated Watershed Planning

### Goal 1: Fulfill Mandatory Designated Watershed Planning Responsibilities

- Continued to monitor ADEQ's AZPDES permits-in-process map and public notices for advance notice of potential consistency reviews or other PAG 208 processes.
- Continued working on annual Administrative Updates to the technical appendices of the PAG Areawide Water Quality Management Plan (208 Plan) such as water quality conditions or regulatory change documentation.
- Continued review of PAG's 208 Plan for the 5-year update including planning a meeting with local Designated Management Agency representatives to discuss 208 Plan technical updates to public wastewater reclamation facility service and planning area boundaries, population and flow projections, and PAG's online facility inventory portal.
- As chair, coordinated with members of ADEQ's Statewide Water Quality Management Working Group (WQMWG) to assess needs for a future meeting, to compare local procedures and Plan update needs, and update contact information.

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

- Continued to prepare member updates and logistics for a June Watershed Planning Subcommittee meeting to discuss water-related topics of regional interest and provide annual notification of 208 Plan administrative updates.
- Participated in the Santa Cruz Watershed Collaborative (SCWC) Spring Forum and Drought Planning Workshop in Tanque Verde Creek to engage professionals in a riparian health assessment, watershed connection activities, community storytelling, local water conservation and stewardship updates, and drought response development.
- Planned and participated in a tour of local federally funded water security projects in Arizona's Congressional District 6, including updates on Metro Water's treatment for PFAS and 1,4-dioxane, Marana Water's advanced water metering infrastructure, Tucson Water's turf removal and replacement program and Tucson Airport Remediation Project, and a stop at the confluence of the Tanque Verde Creek and Pantano Wash to highlight recent successes on SCWC's drought response coordination planning grant and mountain front recharge and restoration efforts.
- Attended the Sonoran Institute's Santa Cruz River Research Days, to keep apprised of local issues and projects such as local successes and opportunities for water quality improvement, return of native and endangered species to the river, invasive species management, water education and community engagement, watershed restoration, and local drought planning.

## 12 - Regional Air Quality Planning

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

- Sent Interagency Consultation memo sharing 2055 RMAP draft air quality conformity analysis results.
- Attended EPA MOVES5 Data & Analysis Webinar for air quality transportation emission modeling.
- Attended Arizona COG/MPO Planners Meeting.
- Attended DTA MOVES Interface 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. Attended board meeting held on March 12, 2025.
- Prepared initial outline and draft materials for MAP Talk podcast on RTA Next tentatively scheduled for late May 2025.
- Finalized the agenda and coordinated with speakers for the May Environmental Planning Advisory Committee (EPAC) meeting to discuss the EPAC Top Environmental Issues List for 2025 and wildlife corridors and crossing infrastructure in Pima County.
- Continued to work with EPAC members to reconcile and balance diverse feedback on the EPAC Top Environmental Issues List for 2025 and provided the updated final draft to EPAC members for review and consideration prior to the May meeting.

### Goal 4: Conduct long-range sustainability planning including engagement of key stakeholders in coordinated efforts.

- Continued participation in meetings and activities of the Making Action Possible (MAP) Dashboard. Attended board meeting held March 12, 2025.
- Prepared initial outline and draft materials for MAP Talk podcast on RTA Next tentatively scheduled for late May 2025.

## 36 - Regional Partnering Center Support

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

- Operated the Sabino Canyon Shuttle
  - Sabino Canyon Trips = 317
  - Bear Canyon Trips = 279
  - Total Passengers in April = 12,566
- Participated in a USFS coordination call with Forest Service staff.

## 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.

- Hosted internet-based employee survey on commuter behavior/alternative mode usage and summary reports.
- Conducted robust outreach for 2025 AIR Survey and achieved 93% completion before end of month.
- Collected employee surveys from nine TRP companies totaling 6,886 employees in April.
- Deferred on RWE-Citi-due to a change in staffing. Citi has 1,300 employees.
- Completed TRP online platform enhancements with PAG technical staff for 2025.
- Continued GIS work on updated TRP interactive map to be presented at June TRP Task Force Meeting.
- Submitted final ADEQ billing and program activity summary for March 2024 expenses.
- Quantified Sun Rideshare webpage views.

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

- Submitted ADEQ billing and program activity summary for March 2025 expenses.
- Updated PAG budget tracking sheet for January FY 24-25 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**

- Administered TRP Employee Survey for eight employers representing 6,886 employees.

### 63 - Regional Modeling

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

- Began running 120 ABM and 120 MOVES runs for ABM Exploratory Tool project.

#### **Goal 2: Research and develop UrbanSim land use model**

- Prepared a mini-RFP procedure for AZ-SMART and UrbanSim evaluation.

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

- Developed Title VI analysis and shared the analysis with PAG RMAP Planning Team.
- Created GIS performance measures for PAG GIS and Planning Team.
- Reviewed 2055 RMAP Working Group presentations.

#### **Goal 4: Review and update annual population estimates and develop the sub-county population projection for PAG member agencies**

- Completed FY 24 HU inventory update.
- Continued developing an automated R Script for building permit reports.
- Prepared for GQ data collection.
- Attended CTS meeting for population estimates and projections.

#### **Goal 5: Develop regional employment data**

- Continued employment data processing optimization.
- Continued 2024 employer data review and cleanup.

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

- Continued literature review of the multimodal transportation system performance measures.
- Continued to meet with UA Team and review presentations and reports for the UA Project III.

### 46 - RTA Support

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

##### **Transit contract management and reporting**

- Continued contract compliance and monitoring for Total Ride/WeDriveU.
- Conducted two RTA/Total Ride Operations Meetings.
- Monitored Key Performance Indicators (KPIs) with contractor, and updated invoicing protocol.
- Worked with Total Ride/WeDriveU to continue troubleshooting operational issues.
- Coordinated and facilitated 2 RFP vendor interviews.

- Held 1 RFP selection committee meeting to discuss Sun Shuttle operational bids.
- Continued working with Valley Metro to finalize a new IGA for Route 685.
- Worked with staff to validate potential inaccuracies with contractor invoices.
- Met with RideCo software team to discuss database linking process with the RTA.
- Discussed ADA eligibility appeals.
- Took part in PAG's Overall Work Program meeting with ADOT and the FTA.
- Facilitated quarterly status meeting with WeDriveU customer success director.

#### **Transit planning and data analysis**

- Attended Microtransit study biweekly meeting with Kimley-Horn.
- Worked with local stakeholder on the placement of a new bus stop sign location for Route 486.
- Continued dialog with ADOT staff to discuss FTA Grant 5311 and 5339 awards.
- Attended PAG Transit Focus Group meeting for microtransit study.
- Attended the AzTA conference in Flagstaff.
- Met with WeDriveU staff to discuss discrepancies in invoice data.  
Met with Sun Tran staff to discuss issue with Sun Shuttle vehicles at the Laos Transit Center.

#### **47- MainStreet Business Outreach and RTA Project Implementation**

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

**Strategy: Identify and engage businesses 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 3,690 businesses located on 15 major RTA projects currently in construction or design. Roadway Construction: #8, #16 (Phase 3&4) #18 (Phase 3&4) #25; Roadway Design: #1 (Phase 2a), #5 (Phase 2), #14, #15, #18 (Phase 3&4); #18 (Phase 5&6), #19 (Phase 2), #22, #23, #30, #31, #32 (Phase #5).

**Communication #3850**

**SUBJECT: Contracts and Agreements Report**

Meeting	Meeting Date	Agenda Category	Agenda Item #
Regional Council	June 5, 2025	Consent Information	5b

**REQUESTED ACTION/SUGGESTED MOTION**

This is an information item.

**ASSOCIATED OWP WORK ELEMENT/GOAL**

Work Element 1300, Administration

**SUMMARY**

- The PAG Contracts and Agreements Report for the period of Feb. 1, 2025, through May 16, 2025, 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**

- 3 new contracts were reported.
- 1 extended contract was reported.
- 6 contracts were concluded.

**TECHNICAL, POLICY, LEGAL OR OTHER CONSIDERATIONS**

None.

**ATTACHED ADDITIONAL BACKUP INFORMATION**

PAG Contracts and Agreements Report for February 1, 2025 – May 16, 2025.

<b>Staff Contact/Phone</b>	Farhad Moghimi, (520) 792-1093, ext. 4420 Roy Cuaron, (520) 792-1093, ext. 4470
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# Contracts and Agreements Report

February 1 - May 16, 2025

## NEW CONTRACTS

Contract Number	Contractor	PAG Staff	Start Date	End Date	Amount	Program/Project
25-006-00	Greenlight Traffic Engineering	Gabriel Thum	03/10/2025	04/24/2025	\$25,761	Road Safety Assessments (RSA)
25-007-00	Kittelson & Associates	Gabriel Thum	04/14/2025	06/30/2025	\$25,000	Road Safety Assessments (RSA)
25-008-00	Watershed Management Group	Mead Mier	04/03/2025	11/15/2027	\$37,440	Bureau of Reclamation Watershed Management
				Total	\$62,440	

## EXTENDED CONTRACTS

Contract Number	Contractor	PAG Staff	Start Date	End Date	Amount	Program/Project
24-019-01	Ecopia	Mead Mier	5/1/2025	6/30/2025	\$50,000	Orthophoto Extraction
				Total	\$50,000	

## CONCLUDED CONTRACTS

Contract Number	Contractor	PAG Staff	Start Date	End Date	Amount	Program/Project
19-007-02	Greenlight Traffic Engineering	Gabriel Thum	04/21/2023	02/15/2025	\$40,000	Road Safety Assessments (RSA)
19-012-02	Burgess & Niple	Gabriel Thum	04/14/2023	02/15/2025	\$40,000	Road Safety Assessments (RSA)
19-021-08	WSP	Hyunsoo Noh	09/01/2023	04/30/2025	\$25,963	Activity Based Model
23-013-01	Kimley-Horn and Associates	Gabriel Thum	08/31/2023	02/15/2025	\$49,000	Road Safety Assessments (RSA)
25-005-00	Burgess & Niple	Gabriel Thum	11/05/2024	05/05/2025	\$24,999	Road Safety Assessments (RSA)
25-006-00	Greenlight Traffic Engineering	Gabriel Thum	03/10/2025	04/24/2025	\$25,761	Road Safety Assessments (RSA)
				Total	\$205,723	

**Communication #3851**

**SUBJECT: Grant Agreement between the Arizona Department of Transportation and Pima Association of Governments for the FY 2026 and FY 2027 Overall Work Program (OWP)**

Meeting	Meeting Date	Agenda Category	Agenda Item #
Regional Council	June 5, 2025	Action	6

**REQUESTED ACTION/SUGGESTED MOTION**

The Regional Council will be asked to authorize the executive director to execute the grant agreement between PAG and ADOT and any other agreements with funding partners in accordance with the adopted OWP.

**ASSOCIATED OWP WORK ELEMENT/GOAL**

All Work Elements

**SUMMARY**

As a federally designated metropolitan planning organization (MPO), PAG is required to describe its planning priorities and activities in its Overall Work Program, or OWP, to be carried out in the next two fiscal years. The process to develop the OWP takes several months, culminating in approval by the Regional Council in May.

Reviewed and revised based on feedback from federal and state funding partners prior to adoption by the Regional Council, the OWP serves as the basis for a grant agreement with ADOT through which the majority of federal funding for PAG programs and activities is secured. As described in 23 CFR 450.308, contents of the OWP include a broad description of the anticipated activities and work products, with information about time frames, costs, fund sources, and who will perform the work.

PAG’s OWP is designed to address the roles and responsibilities that are required of PAG to meet specific federal and state mandates tied directly to a grant agreement. These activities ensure that the region maintains eligibility for several categories of federal and state funds, while meeting federal metropolitan planning and programming requirements. Additionally, the OWP reflects PAG’s responsibilities as the fiscal manager of the Regional Transportation Authority of Pima County, a special taxing district of the State of Arizona. The OWP also describes additional eligible activities that PAG undertakes to address other requirements, designations and agreements.

On April 4, 2025, a memo was sent to the PAG Management Committee describing the draft OWP, providing a link to the draft document, and requesting comments no later than April 25, 2025. Two of the nine PAG member agencies provided comments.

The comments and PAG's responses are included with this packet. Based on the comments, several changes have been made for clarity to the OWP budget tables, as indicated in PAG's responses.

On May 9, 2025, ADOT issued a memo to all Arizona metropolitan planning organizations (MPOs), including PAG, with updated suballocation amounts for FTA 5305d-Consolidated Planning Grant (CPG) funding. The ADOT memo asked that MPOs update their work programs to incorporate the updated suballocations. To comply with this request, the PAG OWP budget tables have been adjusted to reflect the additional \$20,056 of FTA 5305d-CPG funding in each fiscal year. These adjustments are reflected in the final draft FY 2026 and FY 2027 OWP.

#### **PRIOR BOARD AND/OR COMMITTEE ACTION**

The Management Committee reviewed this information at its meeting on May 14, 2025.

#### **FINANCIAL CONSIDERATIONS**

Anticipated revenues and expenditures for PAG activities are incorporated within the OWP. The majority of PAG's funding received is from federal and state sources for eligible activities that support or directly relate to PAG's responsibility as the federally designated MPO. Once approved, the proposed OWP is used as the basis for a grant agreement with which the majority of federal funding for PAG programs and activities is secured.

Local funding from each of the PAG member agencies provides required matching dollars for federal funding sources. Additionally, this local match is used to fund activities that are not eligible for other federal or state funds but required for unfunded state mandates such as water quality planning activities.

#### **TECHNICAL, POLICY, LEGAL OR OTHER CONSIDERATIONS**

PAG's OWP is developed to address the roles and responsibilities that are required of PAG to meet specific federal and state mandates. These include requirements of PAG as the federally designated MPO and state requirements of the Regional Transportation Authority of Pima County, which is managed by PAG.

**ATTACHED ADDITIONAL BACKUP INFORMATION**

- Planning Organization Agreement for Work Program Implementation
- Comment and response document for the draft FY 2026 and FY 2027 PAG OWP
- The final draft FY 2026 and FY 2027 PAG OWP is available at: [FY 2026 and FY 2027 PAG Overall Work Program – Final DRAFT](#)

<b>Staff Contact/Phone</b>	<p>Farhad Moghimi, (520) 792-1093, ext. 4420</p> <p>Dave Atler, (520) 792-1093, ext. 4443</p> <p>Roy Cuaron, (520) 792-1093, ext. 4470</p> <p>Jamie Brown, (520) 792-1093, ext. 4473</p> <p>Adam Ledford, (520) 792-1093, ext. 4434</p> <p>Pari Magphanthong, (520) 792-1093, ext. 4474</p>
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<b>CAR Agreement Number</b>	GRT-25-0011014-T
<b>AG Contract Number</b>	P0012025000118
<b>Program/Federal Aid</b>	PPG26 02P / PCA-P-026
<b>AFIS Payment Number and Address Code</b>	IV0000000876 I0004
<b>SAM.GOV UEI &amp; CAGE Code</b>	XBVCCJYS89H1 32DQ8
<b>Description</b>	<b>Planning Organization Agreement for Work Program Implementation</b>
<b>AFIS GAE Number</b>	<b>To be provided in WP Award Letter(s)</b>

**GRANT AGREEMENT**  
BETWEEN  
THE STATE OF ARIZONA  
AND  
PIMA ASSOCIATION OF GOVERNMENTS

THIS AGREEMENT, established pursuant to Arizona Revised Statutes (A.R.S.), § 28-401, § 28-334, § 28-367 et seq., is entered into \_\_\_\_\_, between the STATE OF ARIZONA, acting by and through the ARIZONA DEPARTMENT OF TRANSPORTATION, MULTIMODAL PLANNING DIVISION, herein referred to as ADOT and the PIMA ASSOCIATION OF GOVERNMENTS (PAG) herein referred to as the MPO or SUBRECIPIENT. ADOT and the MPO are collectively referred to as the “Parties”, and individually as ADOT, MPO, PAG, SUBRECIPIENT and “Party”.

**RECITALS**

- 1) To ensure a continuing, cooperative, and comprehensive performance-based statewide multimodal transportation planning process that involves cooperation/coordination between the MPO and ADOT through the sharing of information.
- 2) The Metropolitan Planning Organization (MPO) and its boundaries were designated pursuant to the requirements of Title 23, Section 134 of the United States Code (23 U.S.C. 134) and Title 23, Section 450 of the Code of Federal Regulation (23 CFR 450 et seq.). The SUBRECIPIENT, a designated Transportation Management Area (TMA), is the MPO for the designated boundaries.
- 3) The MPO is charged with the responsibility of carrying out transportation planning and programming processes that lead to the development and operation of an integrated, multimodal transportation system that facilitates the efficient, economic movement of people and goods; and supports metropolitan community development and social goals.
- 4) ADOT is a State Transportation Department pursuant to Title 23, Sections 101 and 134 of the United States Code (23 U.S.C. 101 and 23 U.S.C. 134) and Title 23, Section 450 of the Code of Federal Regulation (23 CFR 450). ADOT is the direct recipient of federal apportioned and grant funds from Federal Highway Administration (FHWA) including but not limited to: State Planning and Research (SPR), Metropolitan Planning Funds (PL), Surface Transportation Block Grant (STBG); and from Federal Transit Administration (FTA) funds including but not limited to: apportioned funds per Title 49 of the United States Code Section 5303 (49 U.S.C. 5303), the 5310 Program, the 5311 Program; and other federal and state funds over which ADOT has fiduciary responsibility. ADOT provides all or part of those funds to SUBRECIPIENTS for the purpose of performing transportation planning and programming, activities of the Work Program, purposes identified in the Scope of this Agreement, and/or as identified for other specific projects. The Assistance Listing numbers are provided below for funds commonly awarded to ADOT as a direct recipient and for which ADOT often passes on all or part of those funds to subrecipients; this list is not all-inclusive and does not limit use of other funds under this Agreement.

Assistance Listing			
Assistance Listing Number	Agency	Grant Program	Title
20.205	FHWA	all	Highway Planning and Construction
20.505	FTA	5304/5305	Metropolitan Transportation Planning
20.513	FTA	5310	Enhanced Mobility of Seniors and Individuals with Disabilities
20.509	FTA	5311	Formula Grants for Rural Areas and Tribal Transit Program

- 5) ADOT has primary responsibility for administering State Highway Funds pursuant to A.R.S. 28-6993(G). ADOT is authorized to allocate its funds for all transportation planning organizations throughout the State of Arizona and holds primary responsibility for administering its federal funds that are allocated to the MPO and ensuring that such funds are expended for eligible costs, purposes and activities in accordance with federal and state regulations, policies and program guidance that are allowable per 2 CFR 200 et seq. as adopted or otherwise modified pursuant to 2 CFR 1200 et seq.
- 6) The MPO is to be the subrecipient of Metropolitan Planning Funds (PL Funds) authorized under 23 U.S.C. 104(f) and 49 U.S.C. 5305 to carry out the provisions of 23 U.S.C. 134/49 U.S.C. 5303 combined into the CPG (Consolidated Planning Grant). The MPO is responsible for performing relevant responsibilities of the regulations and relevant programmatic requirements established by the funding source or by ADOT.
- 7) In accordance with 2 CFR 200.329, ADOT is responsible for oversight of the operations of the Federal award supported activities and must monitor MPO activities under Federal awards to assure compliance with applicable Federal requirements and performance expectations are being achieved. Monitoring by ADOT must cover each program, function or activity.
- 8) 23 CFR 450.314 requires that ADOT and the MPO enter into an agreement clearly identifying the responsibilities of the Parties for cooperatively carrying out the Metropolitan Planning Process and accomplishing the transportation planning requirements of state and federal law (including but not limited to corridor and subarea studies pursuant to 23 CFR 450.318), and complying with the relevant requirements of state and federal law, regulation, and policy.

NOW, THEREFORE, in consideration of the mutual covenants, promises, and representation herein, the parties desiring to be legally bound, do agree as follows:

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SECTION NUMBER	SECTION TITLE
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SECTION NUMBER	SECTION TITLE
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Section 31.0	MISCELLANEOUS PROVISIONS
Section 32.0	AGREEMENT PERIOD, MODIFICATIONS, EXTENSION, AND AUTHORITY
Exhibit A	Billing Summary / Reimbursement Request, Project Summary
Exhibit B	Lobbying Certification for Contracts, Grants, Loans, and Cooperative Agreements Pursuant to 49 CFR 20, Subpart F, Appendix A
Exhibit C	Standard Form LLL - IPAGe for Reference Only
Exhibit D	Arizona Department of Transportation Policies and Procedures MGT-16.01 Department-Wide Native Nation/Tribal Government Consultation Policy

## DEFINITIONS

TERM	DEFINITION
<b>Administrative modification (23 CFR 450.104)</b>	A minor revision to a long-range statewide or metropolitan transportation plan, TIP, or STIP that includes minor changes to project/project phase costs, minor changes to funding sources of previously included projects, and minor changes to project/project phase initiation dates. An administrative modification is a revision that does not require public review and comment, a re-demonstration of fiscal constraint, or a conformity determination (in nonattainment and maintenance areas).
<b>ADOT</b>	Arizona Department of Transportation
<b>Allocation</b>	Funds described by the awarding Federal Agency as authorized for ADOT award or expenditure for a particular purpose and the portioned amount granted to the recipient of this Agreement by ADOT for the purpose described by the Agreement. Allocated funds are not available for use until obligated with and approved by the Federal awarding agency.
<b>Amendment: Program/Projects (23 CFR 450.104) and Budget Revisions (2 CFR 200.308)</b>	<p>A revision to a long-range statewide or metropolitan transportation plan, TIP, or STIP that involves a major change to a project included in a metropolitan transportation plan, TIP, or STIP, including the addition or deletion of a project or a major change in project cost, project/project phase initiation dates, or a major change in design concept or design scope (e.g., changing project termini or the number of through traffic lanes or changing the number of stations in the case of fixed guideway transit projects). Changes to projects that are included only for illustrative purposes do not require an amendment. An amendment in this case is a revision that requires public review and comment and a re-demonstration of fiscal constraint. If an amendment involves “non-exempt” projects in nonattainment and maintenance areas, a conformity determination is required.</p> <p>ADOT extends the same term “Amendment” to major changes to the annual Work Program Budget or Plan. A modification to the Work Program that involves a major change to a project, project costs, initiation dates, design concept or scope, or a change that adds or deletes projects, or is otherwise stipulated as a change requiring approval under 2 CFR 200.308 shall be considered an Amendment for purposes of this Agreement.</p>
<b>A.R.S.</b>	Arizona Revised Statutes available at <a href="https://www.azleg.gov/arstitle">https://www.azleg.gov/arstitle</a>
<b>Asset management (23 CFR 450.104)</b>	A strategic and systematic process of operating, maintaining, and improving physical assets, with a focus on engineering and economic analysis based upon quality information, to identify a structured sequence of maintenance, preservation, repair, rehabilitation, and replacement actions that will achieve and sustain a desired state of good repair over the lifecycle of the assets at minimum practicable cost.
<b>BECO</b>	ADOT’s Business Engagement and Compliance Office
<b>(BIL) Bipartisan Infrastructure Law</b>	See (IIJA) Infrastructure Investment and Jobs Act
<b>CAGE Code</b>	Commercial and Government Entity code is a five-character ID number used by the Federal Government to identify vendors (and those eligible for federal funds).
<b>Carbon Reduction Program (CRP)</b>	A federal program (23 U.S.C. 175) that funds projects and strategies to reduce carbon dioxide emissions from on-road highways.
<b>CFR</b>	<p>Code of Federal Regulations available at <a href="http://ecfr.gov">http://ecfr.gov</a></p> <p><i>Disclaimer: CFR section numbers are primarily static, but sub-item numbers are no longer static as of the August, 2022 updates. CFR numbers referenced in this Agreement are accurate to the best of our ability. The content will remain even if the CFR number has changed since the last update to this Agreement.</i></p>
<b>CMAQ</b>	Congestion Mitigation Air Quality Improvement funds
<b>COG</b>	Councils of Government

TERM	DEFINITION
<b>Cognizant Agency (2 CFR 200.19)</b>	<p>Cognizant agency for audit: The Federal agency designated to carry out the responsibilities described in 2 CFR 200.513 Responsibilities, paragraph (a). The cognizant agency for audit is not necessarily the same as the cognizant agency for indirect costs. A list of cognizant agencies for audit may be found at the Federal Audit Clearinghouse Web site.</p> <p>Cognizant agency for indirect costs: The Federal agency responsible for reviewing, negotiating, and approving cost allocation plans or indirect cost proposals developed under this 2 CFR 200 on behalf of all Federal agencies. The cognizant agency for indirect cost is not necessarily the same as the cognizant agency for audit. For assignments of cognizant agencies see the following:</p> <ul style="list-style-type: none"> <li>(a) For IHEs: Appendix III to Part 200—Indirect (F&amp;A) Costs Identification and Assignment, and Rate Determination for Institutions of Higher Education (IHEs), paragraph C.11.</li> <li>(b) For nonprofit organizations: Appendix IV to Part 200—Indirect (F&amp;A) Costs Identification and Assignment, and Rate Determination for Nonprofit Organizations, paragraph C.12.</li> <li>(c) For state and local governments: Appendix V to Part 200—State/Local Government-wide Central Service Cost Allocation Plans, paragraph F.1.</li> <li>(d) For Indian tribes: Appendix VII to Part 200—States and Local Government and Indian Tribe Indirect Cost Proposal, paragraph D.1.</li> </ul>
<b>Complete Streets standards or policies</b>	Standards or policies that ensure the safe and adequate accommodation of all users of the transportation system, including pedestrians, bicyclists, public transportation users, children, older individuals, individuals with disabilities, motorists, and freight vehicles.
<b>Confidential</b>	A term relating to certain information that may not be released to the public as a matter of law. Confidential data includes taxpayer information, data that allows the personal identification of individuals receiving State assistance, payees' addresses or telephone numbers, attorney-client privileged information, or any other information that is designated by law as confidential or may be determined to be confidential by the ADOA unless required to be released by law or court order..
<b>(CPG) Consolidated Planning Grants</b>	Transit planning funds (5303/5304/5305 are now combined with PL funds and the new term is Consolidated Planning Grants (CPG).
<b>Contractor</b>	<p>The term Contractor, Vendor, Supplier may be used interchangeably to refer to firms or individuals hired to perform work, or provide equipment or supplies, using funds designated in this Agreement but are not designated as a Subrecipient. Contractors are obtained through the Procurement processes designated in the Agreement.</p> <p>Pursuant to 2 CFR 200.331(b), characteristics indicative of a procurement relationship between the non-Federal entity and a contractor are when the contractor include</p> <ul style="list-style-type: none"> <li>(1) Provides the goods and services within normal business operations;</li> <li>(2) Provides similar goods or services to many different purchasers;</li> <li>(3) Normally operates in a competitive environment;</li> <li>(4) Provides goods or services that are ancillary to the operation of the Federal program; and</li> <li>(5) Is not subject to compliance requirements of the Federal program as a result of the agreement, though similar requirements may apply for other reasons.</li> </ul> <p>{For example, an MPO would be mandated to carry out the provisions of 23 U.S.C. 134. A contractor would not be required to carry out those provisions, but instead only be required to meet federal regulations pertinent to its role as a contractor receiving federal funds under that program.}</p>
<b>DBE</b>	Disadvantaged Business Enterprise
<b>DPM</b>	ADOT Department Project Manager
<b>(E-STIP) Electronic State Transportation Improvement Program (23 CFR 450.104)</b>	ADOTs electronic STIP is known as the E-STIP.

TERM	DEFINITION
<b>(FAC) Federal Audit Clearinghouse</b>	Site to obtain form SF-SAC and to submit Audits. The last known website address for the FAC home page is <a href="https://harvester.census.gov/facweb">https://harvester.census.gov/facweb</a> .
<b>(FAST Act) Fixing America's Surface Transportation Act</b>	FAST Act: Fixing America's Surface Transportation Act signed December 4, 2015 (Public Law No. 114-94) provides long-term funding certainty for surface transportation infrastructure planning and investment. The FAST Act places focus on safety, keeps intact the established structure of the various highway-related programs, continues efforts to streamline project delivery, and provides a dedicated source of federal dollars for freight projects. The FAST Act, effective October 1, 2015, mandates additional requirements relevant to this Scope. The MPO shall incorporate the requirements as requested or required by ADOT or any applicable agency of the US DOT.
<b>FHWA</b>	Federal Highway Administration
<b>Financial Plan (23 CFR 450.104)</b>	Documentation required to be included with a metropolitan transportation plan and TIP (and optional for the long-range statewide transportation plan and STIP) that demonstrates the consistency between reasonably available and projected sources of Federal, State, local, and private revenues and the costs of implementing proposed transportation system improvements.
<b>Fiscal Year</b>	The State Fiscal Year of July 1 through June 30 of the following calendar year or the Federal Fiscal Year is October 1 through September 30 of the following calendar year.
<b>Fiscally Constrained or Fiscal Constraint</b>	The metropolitan transportation plan, TIP, and STIP includes sufficient financial information for demonstrating that projects in the metropolitan transportation plan, TIP, and STIP can be implemented using committed, available, or reasonably available revenue sources, with reasonable assurance that the federally supported transportation system is being adequately operated and maintained. For the TIP and the STIP, financial constraint/fiscal constraint applies to each program year. Additionally, projects in air quality nonattainment and maintenance areas can be included in the first two years of the TIP and STIP only if funds are "available" or "committed" (23 CFR 450.104). The work program must also be fiscally constrained.
<b>Fixed Rate Plan</b>	Indirect Cost Plan wherein a fixed rate is agreed to in advance, based on an estimate of future costs, but not retroactively adjusted. Instead, the difference between estimated and actual costs is carried forward to future years.
<b>FTA</b>	Federal Transit Administration
<b>Grantee / Subgrantee</b>	Grantee is used interchangeably with Recipient; Subgrantee is used interchangeably with subrecipient.
<b>HPMS</b>	The Highway Performance Monitoring System (HPMS) is a national level requirement of all states to provide data on all federally functionally classified roadways. HPMS reporting requires data on the extent, condition, performance, use and operating characteristics of the nation's roads and highways. HPMS contains administrative and extent of system information on all public roads, while information on other characteristics is represented in HPMS as a mix of universe and sample data for arterial and collector functional systems. ( <a href="https://www.fhwa.dot.gov/policyinformation/hpms.cfm">https://www.fhwa.dot.gov/policyinformation/hpms.cfm</a> )
<b>HSIP</b>	Highway Safety Improvement Program (HSIP): a federal program that aims to reduce the number of serious injuries and fatalities on public roads
<b>HURF</b>	The State of Arizona taxes motor fuels and collects a variety of fees and charges relating to the registration and operation of motor vehicles on the public highways of the state. These collections include gasoline and use-fuel taxes, motor-carrier taxes, vehicle-license taxes, motor vehicle registration fees and other miscellaneous fees. These revenues are deposited in the Arizona Highway User Revenue Fund (HURF) and are then distributed to the cities, towns and counties and to the State Highway Fund. These taxes represent a primary source of revenues available to the state for highway construction, improvements and other related expenses.

TERM	DEFINITION
	The HURF Exchange program enables Arizona cities, towns, counties to design and build transportation projects using state funding, avoiding the expensive and time-consuming federal regulatory requirements. Political subdivisions with populations up to 200,000 are eligible for the program. Projects must be programmed in the applicable regional transportation improvement program (TIP).
<b>(IIJA) Infrastructure Investment and Jobs Act</b>	The Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law (BIL) and originally in the House as the INVEST in America Act (H.R. 3684), is a United States federal statute enacted by the 117th United States Congress and signed into law by President Joe Biden on November 15, 2021.
<b>(MAP-21) Moving Ahead for Progress in the 21st Century</b>	On July 6, 2012, President Obama signed into law P.L. 112-141, the Moving Ahead for Progress in the 21st Century Act (MAP-21) as the federal funding mechanism for surface transportation programs. MAP-21 creates a streamlined, performance-based, and multimodal program to address the many challenges facing the U.S. transportation system. These challenges include improving safety, maintaining infrastructure condition, reducing traffic congestion, improving efficiency of the system and freight movement, protecting the environment, and reducing delays in project delivery.
<b>Matching Funds</b>	A cost-sharing contribution to the project via confirmed cash or funding commitments from eligible sources without a real or apparent Conflict of Interest, that are used for eligible project purposes during the grant funding period. It is monies from non-federally funded sources used for matching or cost sharing requirements as defined and allowed under 2 CFR 200.306 and 2 CFR 200 Subpart E.
<b>Metropolitan Planning Areas</b>	Metropolitan Planning Areas were established by the Governor of Arizona via Executive Order 70-2 dated July 8, 1970.
<b>(MPO) Metropolitan Planning Organization</b>	Metropolitan Planning Organization means the policy board of an organization created and designated to carry out the metropolitan transportation planning process. MPOs are required to represent localities in all urbanized areas (UZAs) with populations over 50,000, as determined by the U.S. Census. MPOs are designated by agreement between the governor and local governments that together represent at least 75 percent of the affected population (including the largest incorporated city, based on population) or in accordance with procedures established by applicable state or local law.
<b>Obligation</b>	The portion of the allocated funds expected to be expended in the current federal fiscal year for the projects associated with the Agreement. If the estimate changes during the year, the amount designated as obligation with the Federal awarding agency must be adjusted and a time delay may occur for actual availability of funds for use. The obligation for the year cannot exceed the funds allocated for the agency.
<b>OMB</b>	Office of Management and Budget
<b>OMB Circular</b>	Available at <a href="http://www.whitehouse.gov/omb/information-for-agencies/circulars">http://www.whitehouse.gov/omb/information-for-agencies/circulars</a>
<b>Pass-Through Entity</b>	A non-Federal entity that provides a subaward to a subrecipient to carry out part of a Federal program (2 CFR 200.74).
<b>Performance Measure (23 CFR 490.101)</b>	An expression based on a metric that is used to establish targets and to assess progress toward meeting the established targets (e.g., a measure for flight on-time performance is percent of flights that arrive on time, and a corresponding metric is an arithmetic difference between scheduled and actual arrival time for each flight).
<b>Performance Metric (23 CFR 490.101)</b>	A quantifiable indicator of performance or condition
<b>Performance Target (23 CFR 490.101)</b>	A quantifiable level of performance or condition, expressed as a value for the measure, to be achieved within a time period required by the Federal Highway Administration (FHWA).
<b>PL</b>	Metropolitan Planning funds

TERM	DEFINITION
<b>Project</b>	The preparation and adoption of the annual Work Program for the planning area which is supported by federal funds and/or the completion of the elements defined within the Work Program.
<b>Recipient</b>	The agency receiving funds directly from a federal funding source. All requirements placed on the recipient by the federal awarding agency, statute, rules, or directives are passed on to the subrecipients of that funding.
<b>Revision</b>	Changes that move funds around within a budget without changing scope, elements, or tasks and that do not modify the final total budget amount.
<b>Sensitive</b>	A term relating to certain information that, while not confidential as a matter of law (including A.R.S. § 41-725), possibly should not be released to the public because it may result in adverse consequences to the State. Sensitive data might include, for example, information relating to physical or information security, information that may affect the outcome of a legal action in which the State is involved, or information related to internal control weaknesses.
<b>Single Audit, Scope</b>	Any agency expending \$1,000,000 in federal funds must be audited annually. Pursuant to 2 CFR 200.514, a single audit must be conducted in accordance with Generally Accepted Government Auditing Standards (GAGAS); cover the entire operations of the auditee or include a series of audits that cover departments, agencies, and other organizational units that expended or otherwise administered Federal awards during such audit period; and provided that each such audit must encompass the financial statements and schedule of expenditures of Federal awards for each such department, agency, and other organizational unit.
<b>SPR</b>	State Planning and Research funds
<b>STBG</b>	Surface Transportation Block Grant funds
<b>Subsidiary</b>	Subsidiary means an entity in which more than 50 percent of the entity is owned or controlled directly by a parent corporation or through another subsidiary of a parent corporation.
<b>System for Award Management (SAM)</b> ( <a href="https://www.sam.gov/content/home/">https://www.sam.gov/content/home/</a> )	The System for Award Management (SAM) is an official website of the U.S. government. There is no cost to use SAM. You can use this site for FREE to Register to do business with the U.S. government, Update or renew your entity registration, Check status of an entity registration, Search for entity registration and exclusion records.
<b>(STIP) State Transportation Improvement Program (23 CFR 450.104)</b>	A statewide prioritized listing/program of transportation projects covering a period of 4 years that is consistent with the long-range statewide transportation plan, metropolitan transportation plans, and TIPs, and required for projects to be eligible for funding under title 23 U.S.C. and title 49 U.S.C. Chapter 53.
<b>Subrecipient</b>	The legal entity to which a sub-award is made and which is accountable to the recipient for the use of the funds provided. Any person or government, department, agency, establishment, for-profit or not-for-profit (non-profit) organization that receives federal funds through ADOT.
<b>Task</b>	A specific task within a work element. For example: A Work Element might be "Data Collection" whereas a task under that element would be "Traffic Counting"
<b>(TIP) Transportation Improvement Program (23 CFR 450.104)</b>	A prioritized listing/program of transportation projects covering a period of 4 years that is developed and formally adopted by an MPO or MPOs as part of the metropolitan transportation planning process for the MPA, consistent with the metropolitan transportation plan, and required for projects to be eligible for funding under title 23 U.S.C. and title 49 U.S.C. chapter 53.
<b>(TMA) Transportation Management Area</b>	(TMA) means an urbanized area with a population over 200,000, as defined by the Bureau of the Census and designated by the Secretary of Transportation, or any additional area where TMA designation is requested by the Governor and the MPO and designated by the Secretary of Transportation.
<b>UEI</b>	Unique Entity Identification number established and maintained at SAM.GOV

TERM	DEFINITION
<b>(UPWP) Unified Planning Work Program (23 CFR 450.104)</b>	A statement of work identifying the planning priorities and activities to be carried out within a metropolitan planning area. At a minimum, a UPWP includes a description of the planning work and resulting products, who will perform the work, time frames for completing the work, the cost of the work, and the source(s) of funds. (MPD uses “WP” to refer to the annually-required work program in this Agreement.)
<b>U.S.C.</b>	United States Code – available at: <a href="https://www.govinfo.gov">https://www.govinfo.gov</a>
<b>Work Element</b>	A broad category of work. For example: “Public Participation”, “Data Collection”, or “Planning” represent work elements.
<b>(WP) Work Program / Work Plan</b>	The annual plan developed in cooperation with ADOT that lists all planning work elements and tasks to be undertaken during a State fiscal year, together with a complete description thereof and an estimated budget.

**RESPONSIBILITY MATRIX for TIMED EVENTS**

This RESPONSIBILITY MATRIX FOR TIMED EVENTS is provided to summarize compliance items within the scope and/or terms and conditions in this Agreement that contain deadlines, due dates, or required-by dates; and is intended as a quick reference reminder only. In the event that a deadline, due date, or required-by date is not found within this table or otherwise differs, the scope and/or terms and conditions in this Agreement take precedence. References to “Days” means “calendar days” unless otherwise designated. If a designated due date falls on a Saturday, Sunday or State Holiday, the preceding business day becomes the due date.

Due Date	MPO	ADOT	TASK	REFERENCE
2/1	X		Load available raw traffic counts from the previous calendar year to the regional MS2 TCDS module	Section 1.0
3/31	X		Complete Annual Audit of prior year & Submit Report	Section 6.0 (b) & (d)
4/1	X		Submit Annual Indirect Cost Plan	Section 5.0 (g)
4/1	X		Complete LPA DBE System Reporting	Section 12.21
5/23*	X		Submit Approved WP to ADOT Regional Planner <i>*Or within five calendar days after the May Regional Council Meeting</i>	Section 3.0
5/23*	X		Submit a Funding Authorization Request Letter per funding source <i>*Or within five calendar days after the May Regional Council Meeting</i>	Section 3.0
Prior to 6/30	X	X	Execute Agreement or Amendment to Extend Agreement	Section 29.0
7/1	X		Submit a four-to-five year TIP of prioritized projects, approved by the MPO board in E-STIP	Section 1.0
7/30	X		Submit Final Reimbursement Request (Invoice)	Section 7.0 (f)
7/30	X		Submit final Project Close-Out Letters	Section 7.0 (f)
10/1	X		Complete LPA DBE System Reporting	Section 12.21
7 Days	X		Within 7 calendar days, confirm good faith by contractors or determine action required for LPA DBE system discrepancies	Section 12.10
7 Days	X		Notify the contractor within 7 calendar days of receiving notice from ADOT BECO that a participating DBE is not meeting a Commercially Useful Function	Section 12.16
10 Days	X	X	Within 10 calendar days, notify MPD Finance of Monthly Reconciliation Variances	Section 7.0 (e)



Due Date	MPO	ADOT	TASK	REFERENCE
15 Days	X		Within 15 calendar days after Notice of Procurement Award, enter federally-funded contracts in the LPA DBE System.	Section 12.11
15 Days	X		Report payments to prime contractors in the LPA DBE System no later than 15 calendar days after the end of each month	Section 12.12
15 Days		X	Issue payment or request for additional support within 15 calendar days of receipt of invoice	Section 7.0 (b)
30 Days	X		Comply with request for additional invoice support within 30 calendar days	Section 7.0 (b)
30 Days	X		Submit new Title VI Assurances within 30 calendar days of a change in Agency Head.	Section 11.0
30 Days	X		DBE Certification of Final Payment Forms submitted within 30 calendar days of subcontractor work completion	Section 12.20
90 Days of Expiration or Termination of the WP	X		Submit all financial, performance and related reports for the TMA to ADOT within 90 calendar days of the Expiration or Termination of the WP	Section 7.0 (e)
120 Days of Expiration or Termination of Grant		X	Submit all financial, performance and related reports for the MPO to the respective Federal Agency within 120 calendar days of the Expiration or Termination of the WP grant funds.	Section 7.0 (e)
Within 90 Days of Notification by ADOT	X		Sign, Affirm, and Return FTA Certifications and Assurances within 90 calendar days	Section 28.0
2 Weeks Prior to Biennial WP Meeting	X		Submit WP draft to ADOT Regional Planner within 2 calendar weeks	Section 3.0
First Thursday of Each Month		X	Distribute the Monthly Financial Statement	Section 7.0 (e)
Eighth of Each Month	X		Submit ADOT BECO's Monthly FHWA Report	Section 12.0
Last Day of Each Month	X		Monitor and enforce that contractors enter and report subcontractor payments in the LPA DBE System	Section 12.14
Monthly or Quarterly	X		Submit Invoice & Progress Report	Section 7.0 (a)(1) & (2)

<b>Due Date</b>	<b>MPO</b>	<b>ADOT</b>	<b>TASK</b>	<b>REFERENCE</b>
<b>Quarterly</b>	X		Submit notice of no activity if applicable	Section 7.0 (a)(3)
<b>Quarterly</b>	X		Submit federal Disclosure of Lobbying Activity, Standard Form LLL if applicable	Section 23.0
<b>Quarterly</b>		X	ADOT MPD Finance shall provide a financial statement.	Section 7.0 (b)
<b>Annually</b>		X	Submit FTA Certifications and Assurances to MPO	Section 28.0

## Section 1.0 SCOPE OF WORK

### (a) Metropolitan Transportation Planning and Programming

The Metropolitan Planning Organization (MPO) shall perform designated requirements under 23 CFR 450 et seq., and meet all requirements of Subpart C - Metropolitan Transportation Planning and Programming (23 CFR 450.300 - 340 and subject appendices. For example: the MPO shall develop a metropolitan transportation plan according to the requirements of 23 CFR 450.324 that includes all required elements including but not limited to a financial plan 23 CFR 450.324(f)(11), and shall establish a metropolitan Transportation Improvement Program (TIP) (23 CFR 450.326). The requirements under 23 CFR 450 et. seq. are incorporated herein by reference. TIP projects shall be included as an element of the State Transportation Improvement Program (STIP & E-STIP). TIP projects on the State Highway System shall also be included as an element of the cooperatively developed ADOT Five-Year Program.

1. **Tribal Consultation:** The MPO must exercise the State's tribal consultation and coordination protocol. The purpose for this provision is to ensure compliance with ADOT's Department-Wide Native Nation/Tribal Government Consultation policy (Exhibit D) and Arizona Revised Statute Section 41-2051, Subsection C - Responsibilities of state agencies located at: <https://www.azleg.gov/viewdocument/?docName=https://www.azleg.gov/ars/41/02051.htm>. An ADOT Tribal Transportation Consultation Online Training Course and Handbook are available to the SUBRECIPIENT on the Arizona Tribal Transportation website at: <https://aztribaltransportation.org/training>.
2. **E-STIP:** The MPO shall maintain an Electronic State Transportation Improvement Program (E-STIP) account and submit to ADOT MPD a four-to-five year TIP of prioritized projects, approved by the MPO board, by July 1 of each year.
3. **Asset Management:** The MPO will work with their local public agencies and ADOT to develop 10-year state-of-good repair targets for NHS bridges and non-Interstate NHS pavements.
4. **Funding Types:** The MPO shall perform designated responsibilities from 23 U.S.C. et seq., 49 U.S.C. et seq., A.R.S. 28-6993, and any other funding source when funding is allocated from such sources in the approved Work Program. By including a funding type in the Work Program (WP) budget, the MPO agrees to adhere to the requirements of each funding type and to perform all designated responsibilities of that funding type.

The Highway User Revenue Fund (HURF) program is provided as an example of requirements that may exist. The HURF program derives from A.R.S. 28-6993. However, ADOT Policy FIN-5.01 HURF Exchange Program establishes the requirements for such funding. In the event that the MPO accepts an award of HURF funds or uses HURF funds as a source of funding for a project in the Work Program, the MPO is responsible for performing relevant responsibilities of the regulations and relevant programmatic requirements established by the funding source, by ADOT, ADOT Policy and Procedure FIN-5.01 HURF Exchange Program, and/or as published at <https://azdot.gov/about/financial-management-services/transportation-funding/hurf-exchange-program>.

The HSIP program is provided as another example of requirements that may exist. The Highway Safety Improvement Program (HSIP) is a core Federal-aid program with the purpose to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned roads and roads on tribal land. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads with a focus on performance. The HSIP is legislated under 23 U.S.C. 148 and regulated under 23 CFR Part 924. In the event that the MPO accepts an award of HSIP funds or uses HSIP funds as a source of funding for a project in the Work Program or TIP, as applicable, the MPO is responsible for performing relevant responsibilities of the regulations and relevant programmatic requirements established by the funding source and by the responsible ADOT group/division. Information about ADOTs HSIP program may be located at <https://azdot.gov/business/transportation-systems-management-and-operations/operational-traffic-safety/arizona-highway>.

Additional requirements may be imposed by specific funding sources, including but not limited to, HURF and HSIP. If the MPO determines that it will not follow the additional requirements tied to a specific funding source, the MPO shall request an amendment to the Work Program to remove that funding source and/or its funded Projects. In the event reimbursements have already been issued from that funding source, 100% of those reimbursements must be returned to ADOT at the time of an amendment request. The MPO may not request removal of funding sources mandated by its designation as an MPO and may not refuse to perform any associated requirements.

5. **Unique Entity Identification:** The MPO shall establish and maintain an active entity registration on the federal System for Award Management website: <https://www.sam.gov/SAM/>. The registration will provide a Unique Entity Identification number (UEI). This registration will be used by ADOT to confirm eligibility to receive federal funds.

6. **Recipient Agreement Compliance:** The MPO shall adhere to relevant requirements from the agreements between ADOT and FTA or FHWA, as modified from time-to-time, or provide ADOT with relevant information, data, or reports to aid in ADOT's compliance. The FTA Master Agreement may be located at <https://www.transit.dot.gov/funding/grantee-resources/sample-fta-agreements/fta-grant-agreements>. The FHWA Stewardship Agreement may be located by selecting "Arizona" in the table at <https://www.fhwa.dot.gov/federalaid/stewardship>.

**(b) Biennial Work Program**

The Project under this Agreement is defined as the preparation and adoption of the biennial Work Program (WP) for the Metropolitan Planning Area which is supported by federal or state transportation funds. The WP is the biennial plan developed in cooperation with ADOT and public transportation providers, that lists all planning work elements and tasks to be undertaken during a fiscal year, together with a complete description thereof, the expected start and completion dates, and an estimated budget, as required by 23 CFR 450.308.

The MPO shall commence, carry on, and complete the WP with all practicable dispatch, in a sound, economical, and efficient manner, and in accordance with the provisions hereof, all applicable laws, and including all applicable transportation planning responsibilities.

The MPO shall submit to ADOT such data, reports, records, contracts, and other documents relating to its performance under this Agreement as ADOT, the current Federal funding legislation / regulations, the federal funding agency, or the US Department of Transportation may require.

1. **Work Elements:** The WP shall include the major work elements the MPO proposes to undertake. Some examples include, but are not limited to: a fiscally constrained TIP, Long Range Transportation Plan, data collection for the Highway Performance Monitoring System (HPMS), a Public Participation Plan, and planning studies. Additional elements related to: transit, energy, programs that encourage and promote the safe and efficient development, management, and operation of surface transportation systems to serve the mobility needs of people and freight (including accessible transportation facilities) and foster economic growth and development while minimizing transportation-related fuel consumption and air pollution, greenhouse gasses, Title VI, and air quality should be included when federally mandated or mutually agreed upon.

In the event the MPO does not have a Complete Streets standard and policy in place, the WP shall designate at least 2.5% of its PL funds on specified planning activities to increase safe and accessible options for multiple travel modes for people of all ages and abilities.

2. **Organizational Chart:** The WP shall include an organizational chart describing the functional relationship of MPO Employees. Other organizational information related to member agencies, the fiscal agent, legal counsel, governing committee structure, operational procedures, and bylaws shall be available to ADOT upon request.
3. **Equipment:** The WP will include a detailed description of all equipment to be procured during the current period with a purchase price of \$10,000 or greater. Any equipment of \$10,000 or greater to be procured throughout the current WP period will require advanced written approval from ADOT and the federal funding agency (2 CFR 200.313-.314).
4. **Travel:** The WP will include a high-level summary that includes examples of anticipated travel that aligns with the planned work activities / planning responsibilities of the MPO. Any travel by an individual or by event of \$5,000 or more must receive approval from the ADOT Regional Planner and federal funding agency. Additional details about requirements, including advanced approvals, are explained in SECTION 8.0 of this Agreement.
5. **Approvals and Effective Period:** Approval of the WP by each funding agency and the MPO Governing Board is required. Individual work elements or tasks of the WP, although accepted by the federal funding agencies, may be subject to further applicable conditions outlined in federal statute, regulations, or guidance; state statutes, regulations, or rules; or additional guidelines or guidance provided by ADOT.

The approval for any specific WP extends for only the period for which the WP was developed in accordance with Federal requirements.

Portions of the WP not completed during the approved WP period are not eligible for funding, unless specifically included as a project in the succeeding WP.

The effective date of each WP will be July 1 of the first year of the biennial period and will be in effect for a twenty-four (24) month period. Upon approval of each new WP, the previous WP shall be closed in accordance with ADOT processes.

### **(c) Performance Provisions and HPMS Data Collection**

Pursuant to 23 CFR 450.314(h), the MPO, the State, and providers of public transportation shall develop specific written provisions for cooperative development and sharing of information related to transportation performance data, the selection and reporting of performance targets, the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the MPOs designated region, and the collection of data for the State asset management plan for the National Highway System.

ADOT acknowledges and accepts the responsibility for data accuracy and timely reporting of Highway Performance Monitoring System (HPMS) data under State Statute and Federal Regulations and Policy. This does not limit the necessary MPO participation in either the data collection process or meeting reporting requirements requested by the State. Consistent with 23 U.S.C. 134 and 23 CFR 450 et seq., participation is needed in the interest of potentially increasing the distribution of FHWA funding to the State, promoting consistency between transportation improvements and State and local planned growth, and enhancing the integration of connectivity of the transportation system across and between modes, providing successful, cohesive, long-range transportation plans.

1. **Traffic Data:** ADOT requests the MPO and its member agencies to conduct traffic data collection contingent on available funding and resources to supplement the State's needs. ADOT heavily relies on local and regional participation to ensure federal HPMS compliance, particularly on roadways functionally classified above local such as Minor Arterials, Major Collectors, and Urban Minor Collectors. Locally managed data collection efforts are not only preferred, but highly encouraged in promoting the importance of data management and data quality by the road owner/maintainer. However, where member agencies are not positioned to collect traffic data, ADOT requests that counts may be collected at the MPO's level to supplement member agencies' efforts contingent on available funding and resources. In addition to these three categories, ADOT requests that all collected traffic count data be submitted for all other roadways, regardless of the functional classification or the federal aid eligibility. Local road information is used to provide more accurate traffic data estimates for the Model Inventory of Roadway Elements (MIRE) data reporting, statewide VMT calculations and modeling services to ADOT regional planning partners, ADOT groups, and the Federal Highway Administration.

ADOT and the MPO will coordinate to facilitate the collection of traffic count data. To facilitate meeting the federal reporting deadlines, available data should be reported in the Regional Traffic Count Data System on at least a quarterly basis in a mutually agreeable to ADOT and the MPO data format from traffic counting collection mechanisms. Submission of available traffic count data is needed by February 1st of each calendar year for inclusion in that year's HPMS submission. In the event the MPO is not able to meet this deadline, contact [aztrafficdata@azdot.gov](mailto:aztrafficdata@azdot.gov) for assistance. Reporting shall be a collaborative effort among ADOT, COGs, MPOs, TMAs, and member local public agencies. To facilitate this requirement, ADOT shall schedule training sessions, assist with integrating data from continuous counters to TCDS and Traffic Movement Count (TMC) modules, and provide ad-hoc support as needed.

2. **Certified Public Miles (CPM):** Another important piece to the data supply chain for federal reporting is the total number of public road miles within the state, or the [Certified Public Miles \(CPM\)](https://arcg.is/fD9vG) (<https://arcg.is/fD9vG>). As per 23 CFR § 460.3, the Governor of each state is required to annually certify and submit CPM. In Arizona, the governor has delegated this responsibility to the director of ADOT. ADOT Multimodal Planning Division (MPD) will compile the updated information into a single report that is submitted to FHWA by June 15 of each year. To meet this annual requirement, public agencies are requested to verify and update public road ownership information and mileage totals using the [Functional Classification change request](https://arcg.is/1L4rDD0) tool set (<https://arcg.is/1L4rDD0>) provided by ADOT. The CPM mileage statistic is one of the contributing factors to the state apportionment for federal funding and is based on the [All Roads Network of Linear Referenced Data \(ARNOLD\)](https://arcg.is/1KuzzO1) (<https://arcg.is/1KuzzO1>), which ADOT MPD Data Analytics Section maintains, manages and reports to the Federal Highway Administration for the annual HPMS.
3. **Model Inventory of Roadway Elements (MIRE) Considerations:** At the federal level, HSIP and Safety Performance Management Measures Final Rules Overview 23 CFR Part 924 establishes 37 fundamental data elements (FDE) that are a subset of the [Model Inventory of Roadway Elements \(MIRE\)](https://arcg.is/54CyD0) (<https://arcg.is/54CyD0>) that states must collect on all public roadways (ARNOLD network mentioned above) to support safety analysis. The MIRE FDE's expand on the extent of reporting for specific data elements on the HPMS ARNOLD network, because of this, ADOT will need to expand the data collection efforts to functionally classified Rural Minor Collectors and Local roads. Where MPO's are already collecting or maintaining this data, ADOT encourages data sharing efforts. For traffic counting efforts specifically, ADOT encourages counting and sharing data on select Minor & Major Collectors in order to estimate Annual Average Daily Traffic (AADT) on lower functionally classified roadways.

*\*\*There are no requirements for MPOs to collect MIRE FDE as part of their planning process, however if MPOs apply for HSIP funding, in order for ADOT to rank and approve applications for HSIP funds, the application must demonstrate they are compliant with 23 U.S.C. 148 and 23 CFR 924 via project location, countermeasure identification, cost/benefit, and FDE, etc.\*\**

(d) **Requirements for Pass-Through**

In the event that the MPO passes through funds to a subrecipient, the MPO is responsible for meeting the requirements of 2 CFR 200.332, and must execute an agreement with the subrecipient requiring compliance with the terms and conditions of this Agreement. Reference 2 CFR 200.331 to determine the difference between a subrecipient and contractor. worksheet to aid in making that determination is also available on Tab 2. Subrecipient Contractor Determination in the Subrecipient Procurement Compliance Checklist viewable online at <https://docs.google.com/spreadsheets/d/e/2PACX-1vTRUM03uXA2NyGrWfn-AvN35HJhUEIGx5UXatifEMlekHgmVeli71e8CBvroVLTJcfCH89x466hZUP/pubhtml>.

(e) **English Language**

Pursuant to 2 CFR 200.111, all Federal financial assistance announcements, applications, and Federal award information should be in the English language and must be in terms of U.S. dollars. However, subrecipients may issue or translate a Federal award or other documents into another language. In the event of inconsistency between English and another language, the English language meaning will control. When a significant portion of the subrecipient's employees administering a Federal award are not fluent in English, the Federal award should be provided in English and the language(s) with which employees are more familiar.

(f) **Mandatory Disclosures**

Pursuant to 2 CFR 200.113, a subrecipient of a Federal award must promptly disclose whenever, in connection with the Federal award (including any activities or subawards thereunder), it has credible evidence of the commission of a violation of Federal criminal law involving fraud, conflict of interest, bribery, or gratuity violations found in Title 18 of the United States Code or a violation of the civil False Claims Act (31 U.S.C. 3729-3733). The disclosure must be made in writing to the Federal agency, the agency's Office of Inspector General, and ADOT. Subrecipients are also required to report matters related to recipient integrity and performance in accordance with 2 CFR 200 Appendix XII. Failure to make required disclosures can result in any of the remedies described in § 200.339. (See also 2 CFR part 180, 31 U.S.C. 3321, and 41 U.S.C. 2313.)

(g) **Governing Provisions**

Pursuant to 2 CFR 200.101 (d), with the exception of 2 CFR 200 subpart F, which is required by the Single Audit Act, in any circumstances where the provisions of Federal statutes or regulations differ from the provisions of 2 CFR 200, the provision of the Federal statutes or regulations govern. This includes, for agreements with Indian tribes, the provisions of the Indian Self-Determination and Education Assistance Act (ISDEAA), as amended.

**Section 2.0**      **WORK PROGRAM BUDGET**

The WP Budget shall consist of separate statements for WP Years 1 and 2 that include federal, state, local, and other funding sources by work element and task. The MPO shall maintain said WP Budget, carry out the WP, and shall incur obligations against and make disbursements of WP funds only in conformity with the latest approved budget for the WP. As stated, the approved amount for each specific work element and task shall be consistent with the budgeted amount as defined in the WP.

**Projects to be Procured:** The WP shall include either a separate table or an identifier for each project in the budget to indicate whether that project is expected to be a new procurement for contractors/consultants to perform the project or to purchase items. This is separate from projects to be distributed to previously-awarded on-call contract(s) already assessed for a DBE Goal. The table or project information in the case of an identifier must include the work element and a project title.

The MPD Contracts and Compliance Group Manager will use that information to submit to ADOT Business Engagement and Compliance Office (BECO) for advance establishment of the AZUTRACS system "project number" that can then be used by the MPO for completing a DBE Goal Assessment and providing the information in the procurement solicitation documents for respondents to meet the mandatory AZUTRACS "bidder's list" requirement. Reference the Procurement section for additional details.

**Revisions:** Revisions to the WP Budget may occur periodically and must be made in accordance with 2 CFR 200.308. Revisions to the WP may also require revisions to the STIP, TIP or other relative requirements. However, every revision of the WP may not require



formal amendments. Revisions that do not modify the ADOT, FHWA and FTA approved WP final total budget or the overall scope of approved work plan elements or tasks are defined as “Administrative Modifications” in 23 CFR 450.104.

ADOT, FHWA, and FTA shall be notified of all revisions prior to approval by the MPO.

Changes in the scope of an approved work program element or task and additions or deletions of funds which change the total funding of an approved task shall be considered “amendments” requiring the MPO to obtain prior approval in accordance with 2 CFR 200.308. Pursuant to 2 CFR 200.308(i) and FHWA, the transfer of funds among direct cost categories or programs, functions, and activities in which the Federal share of the project exceeds the Simplified Acquisition Threshold and the cumulative amount of such transfers exceeds or is expected to exceed 10 percent of the total budget as last approved by the Federal awarding agency require prior approval.

The MPO will submit the revised work plan to the ADOT Regional Planner in writing electronically or by mail summarizing the requested modifications. ADOT will notify FHWA and FTA of the respective modification and advise the MPO of final disposition within 10 calendar days of notice from FHWA or FTA.

A request for prior approval of any budget revision must be in the same budget format (2 CFR 200.308(c)). Each request shall be accompanied by a narrative justification for the proposed revision.

A request for prior approval under the applicable Federal cost principles may be made by letter. A request by the MPO for prior approval will be addressed in writing to ADOT. The awarding agency will promptly review such a request and shall approve or disapprove the request in writing.

The MPO shall limit the total amount of funds programmed in the WP for the fiscal period to the following:

- (1) Funds allocated to the MPO for the subject fiscal period from all sources;
- (2) Any unspent funds that had been approved in the previous fiscal period for which final billing had not been received.
- (3) In accordance with the provisions of 2 CFR 200.306(b), the value of third party in-kind contributions must be accepted as the match for federal funds when the funds are verifiable, are not included as contributions for any other Federal award, are necessary and reasonable for achieving the objectives of the Federal award, and are allowable under 2 CFR 200 Subpart E, and are not paid by the Federal Government under another Federal award except where authorizing statute specifically provides the funds can be applied to the cost sharing requirements of other Federal programs, are provided for in the approved budget, and conform to other applicable provisions of 2 CFR 200.306.
- (4) ADOT requires Match to be applied on specific work elements or tasks. The amount of in-kind contributions shall be identified in the WP and be accompanied by a narrative description of the service being provided in addition to identification of the organization that will be providing the service and the source of valuation for the dollars attributed to such service.

### **Section 3.0      WORK PROGRAM APPROVAL AND TIMELINES**

The MPO will submit a WP draft to the ADOT Regional Planner for review and comments to be incorporated into the WP two calendar weeks prior to the biennial Work Program meeting.

The MPO shall submit one electronic copy of the approved WP preferably by May 23rd but not later than five (5) calendar days after Regional Council approval. In the event that the May Regional Council meets after May 23rd, the MPO will send the draft version by this deadline and then the approved version after Regional Council meets in May. ADOT will submit the MPO WP with the State WP to FHWA and FTA for approval. For funds to be available for use by July 1<sup>st</sup>, the MPO shall also submit by May 23rd, a fund authorization request letter for each funding source to [MPDAUTHORIZATION@AZDOT.GOV](mailto:MPDAUTHORIZATION@AZDOT.GOV) and cc: the ADOT Regional Planner. If a designated due date falls on a Saturday, Sunday or State Holiday, the preceding business day becomes the due date.

The MPO may not incur any costs for work outlined in the WP or any subsequent amendments prior to receiving written approval from ADOT, FHWA, and FTA. Any costs incurred prior to receiving written approval from ADOT for State funds shall not be eligible for reimbursement. Any costs incurred prior to receiving written approval from the federal awarding agency shall not be eligible for reimbursement from federal funds in accordance with 2 CFR 200.458.

#### **Section 4.0**      **RIGHTS OF ACCESS AND REVIEW**

As required by 2 CFR 200.337, ADOT and each federal funding agency shall have the right to access and review the work (and provide approval or concurrence as appropriate), including, but not limited to: the WP, the TIP, the Long-Range Transportation Improvement Plan, all technical reports, the annual report, and all planning data prepared by the MPO. Right of access lasts as long as the records are retained (2 CFR 200.337(c)).

During a review, if ADOT or a federal funding agency finds that the work performed fails to comply with any requirement (e.g., work elements or tasks are not conducted in accordance with approved Work Programs, or work elements or tasks are found to be inconsistent with federal or state regulations or guidelines, or products/services were incorrectly procured), ADOT and/or each federal funding agency may use the enforcement actions contained in 2 CFR 200.339 to remedy the situation and any other appropriate remedies available at law.

Pursuant to 2 CFR 200.337(b), the MPO, ADOT, and the Federal agency must take measures to protect the name of victims of a crime when access to the victim's name is necessary. Only under extraordinary and rare circumstances would such access include a review of the true name of victims of a crime. Routine monitoring cannot be considered extraordinary and rare circumstances that would necessitate access to this information. Any such access, other than under a court order or subpoena pursuant to a bona fide confidential investigation, must be approved by the head or delegate of the Federal agency.

Pursuant to 2 CFR 200.338, a Federal agency may not limit public access to award records unless information is protected personally identifiable information (PII) or sensitive information when the Federal agency can demonstrate such records will be kept confidential and would have been exempted from disclosure pursuant to the Freedom of Information Act (FOIA) (5 U.S.C. 552) or controlled information pursuant to Executive Order 13556-Controlled Unclassified Information. FOIA does not apply to records under ADOT's or the MPO's control as it relates to the funding in this Agreement except as required in 2 CFR 200.315 Intangible Property.

#### **Section 5.0**      **ACCOUNTING RECORDS**

##### **(a) Establishment and Maintenance of Accounting Records**

The MPO shall implement strong internal controls for accounting and compliance with grant/funding terms and conditions and ensure that its financial management system and any other system used for documentation or compliance is appropriate to implement the Work Program. The financial management systems must comply with all the requirements of 2 CFR 200.302 (see 2 CFR 200.328, 200.329, 200.334, 200.335, 200.336, 200.337, and 200.450).

1. The MPOs financial management system must identify 2 CFR 200.302(b):
  - a. All Federal awards received and expended and the Federal programs under which they were received, including Assistance Listings title and number, Federal award identification number, year the Federal award was issued, and name of the Federal agency or pass-through entity;
  - b. Accurate, current, and complete disclosure of the financial results of each Federal award or program in accordance with the reporting requirements in §§ 200.328 and 200.329.
  - c. Maintaining records that sufficiently identify the amount, source, and expenditure of Federal funds for Federal awards. All records must be supported by source documentation.
  - d. Effective control over and accountability for all funds, property, and assets. The recipient or subrecipient must safeguard all assets and ensure they are used solely for authorized purposes. (See 2 CFR 200.303)
  - e. Comparison of expenditures with budget amounts for each Federal award.
  - f. Written procedures to implement the requirements of § 200.305.
  - g. Written procedures for determining the allowability of costs in accordance with subpart E and the terms and conditions of the Federal award.
2. Pursuant to 2 CFR 200.303, the MPO shall establish and maintain effective internal control over the Federal award that provides reasonable assurance that they are managing the Federal award in compliance with Federal statutes, regulations, and the terms and conditions of the Federal award. These internal controls should be in compliance with guidance in "Standards for Internal Control in the Federal Government" issued by the Comptroller General of the United States or the "Internal Control Integrated Framework," issued by the Committee of Sponsoring Organizations of the Treadway Commission (COSO).



The MPO shall comply with the U.S. Constitution, Federal statutes, regulations, and the terms and conditions of the Federal awards and shall evaluate and monitor its (and its subrecipient's) compliance with statutes, regulations and the terms and conditions of Federal awards.

The MPO shall take prompt action when instances of noncompliance are identified including noncompliance identified in audit findings.

The MPO shall take reasonable cybersecurity and other measures to safeguard protected personally identifiable information and other information the Federal awarding agency or ADOT designates as sensitive or the SUBRECIPIENT considers sensitive consistent with applicable Federal, State, local, and tribal laws regarding privacy and responsibility over confidentiality.

3. The MPO shall take reasonable measures to safeguard protected personally identifiable information and other information the Federal awarding agency or ADOT designates as sensitive or the SUBRECIPIENT considers sensitive consistent with applicable Federal, State, local, and tribal laws regarding privacy and responsibility over confidentiality.
4. The MPO shall establish separate Project Accounts for each work element of the Work Program Budget, to be maintained within its existing accounting system or set up independently. Such accounts are referred to herein collectively as the Work Program Budget. The Work Program Budget and supporting documentation as set forth in 2 CFR 200 et seq., shall be made available upon request for examination by ADOT, any federal funding agency or the Comptroller General of the United States in accordance with the requirements of 2 CFR 200.337.
5. Documentation shall be collected and stored as designated in 2 CFR 200.336; whenever practicable, in open and machine-readable formats rather than in closed formats or on paper in accordance with applicable legislative requirements. A machine-readable format is a format in a standard computer language (not English text) that can be read automatically by a web browser or computer system. The SUBRECIPIENT must always provide or accept paper versions to include not more than an original and two copies of Federal award-related information upon request. When original records are electronic and cannot be altered, there is no need to create and retain paper copies. When original records are paper, electronic versions may be substituted through the use of duplication or other forms of electronic media provided that they are subject to periodic quality control reviews, provide reasonable safeguards against alteration, and remain readable.

**(b) Funds Received or Made Available for the Work Program**

Pursuant to the requirements of 2 CFR 200.307, the MPO shall record in the Project Account all payments received by it from ADOT pursuant to this article and all other funds provided for, accruing to, or otherwise received on accounts of the WP, which ADOT payments and other funds are herein collectively referred to as WP Funds.

**(c) Costs Incurred for the Project**

The MPO shall charge to each Project Account all eligible costs of the WP. Costs in excess of the latest approved budget or attributable to actions which have not received the required approval of ADOT, FHWA, and FTA shall not be considered eligible costs. Generally allowable and unallowable expenses/costs are described in 2 CFR 200.400-.476. ADOT will determine permissibility of individual cost elements not specifically described in regulation.

**(d) Documentation of Work Program Costs**

All costs charged to the WP including any approved services contributed by the MPO or others, shall be supported as required by 2 CFR 200.302 (b)(3) and 2 CFR 200 et seq.

**(e) Documentation of Matching Funds**

Match is defined as monies from non-federally funded sources used for matching or cost sharing requirements as defined and allowed under 2 CFR 200.306 and 2 CFR 200 Subpart E. Most federally-funded programs cannot use federal funds to provide match but certain exceptions exist to that stipulation. The MPO is responsible for ensuring that match is obtained from sources eligible for the relevant funding source on each Project. The MPO shall maintain records of verifiable matching funds and verifiable third party in-kind contributions as required by 2 CFR 200.306 and 2 CFR 200.302. Costs and third party in-kind contributions counting towards satisfying a cost sharing or matching requirement must be verifiable from the records of grantees and subgrantees or cost-type contractors. These records must explain and demonstrate how the value placed on each third party in-kind contribution was derived.

**(f) Checks, Orders, and Vouchers**

Any check or order drawn by the MPO with respect to any item which is or will be chargeable against the Work Program will be drawn only in accordance with a properly signed voucher then on file with the MPO stating in proper detail the purpose for which such check or order is drawn. Signed vouchers shall incorporate the certification requirements pursuant to 2 CFR 200.415. All checks, payrolls, invoices, contracts, vouchers, orders, or other accounting documents pertaining in whole or in part to the WP shall be clearly identified, readily accessible, and, to the extent feasible, kept separate and apart from all other such documents, and shall be maintained for at least 5 years after final payment.

**(g) Indirect Costs**

If the MPO desires to be reimbursed for indirect costs, the MPO must prepare an indirect cost rate proposal and related documentation to support those costs. A governmental department or agency unit that receives more than \$35 million in direct Federal funding must submit its indirect cost rate proposal to its cognizant agency for indirect costs. If the MPO does not receive more than \$35 million in direct Federal funding, the MPO must develop an indirect cost proposal in accordance with the requirements of 2 CFR 200 Appendix VII and maintain the proposal and related supporting documentation for audit pursuant to 2 CFR 200.333 and submit the proposal to the cognizant agency for indirect costs if required by the cognizant agency to do so.

Pursuant to 2 CFR 200.414(f) any non-Federal entity that has never received a negotiated indirect cost rate, except for those non-Federal entities described in Appendix VII to Part 200—States and Local Government and Indian Tribe Indirect Cost Proposals, paragraph D.1.b, may elect to charge a de minimis rate of up to 15% of modified total direct costs which may be used indefinitely. As described in §200.403 Factors affecting allowability of costs, costs must be consistently charged as either indirect or direct costs, but may not be double charged or inconsistently charged as both. If chosen, this methodology once elected must be used consistently for all Federal awards until such time as a non-Federal entity chooses to negotiate for a rate, which the non-Federal entity may apply to do at any time.

No documentation is required to justify the 15% de minimis indirect cost rate, but an indirect cost plan is still required to document the intent to apply the de minimis rate.

Pursuant to 2 CFR 200.414(g) Any non-Federal entity that has a current federally negotiated indirect cost rate may apply for a one-time extension of the rates in that agreement for a period of up to four years. This extension will be subject to the review and approval of the cognizant agency for indirect costs. If an extension is granted the non-Federal entity may not request a rate review until the extension period ends. At the end of the 4 -year extension, the non-Federal entity must re-apply to negotiate a rate. Subsequent one-time extensions (up to four years) are permitted if a renegotiation is completed between each extension request.

Pursuant to 2 CFR 200 Appendix VII.D.1.d, indirect cost proposals must be developed (and, when required, submitted) within six months after the close of the governmental unit's fiscal year, unless an exception is approved by the cognizant agency for indirect costs. If the proposed central service cost allocation plan for the same period has not been approved by that time, the indirect cost proposal may be prepared including an amount for central services that is based on the latest federally-approved central service cost allocation plan. The difference between these central service amounts and the amounts ultimately approved will be compensated for by an adjustment in a subsequent period.

Even if the MPO is incorporated as a nonprofit corporation under state law, 2 CFR 200 Appendix IV is not applicable. If the MPO receives only pass-through funds, ADOT will be responsible for negotiating and/or monitoring the MPOs indirect costs pursuant to 2 CFR 200 Appendix VII.D.1.b. The cognizant agency for indirect costs will review indirect costs proposals within a reasonable amount of time. The cognizant agency for indirect costs will review central services proposals within six months of receipt of the proposal and either negotiate/approve the proposal or advise the MPO of additional documentation needed to support/evaluate the proposed plan or the changes required to make the proposal acceptable.

After the plan has been approved by the cognizant agency (if required) the MPO must submit the approved plan to ADOT for review. ADOT reserves the right to respond with questions or concerns about the submitted plan, and to request resolution of errors. In the event that ADOT will act as the approver of the plan, ADOT will review the plan in detail following a similar review as completed by federal agencies. The Plan will establish the rate used for billing indirect costs.

ADOT will not reimburse the MPO for indirect costs if an Indirect Cost Plan is not in place.

## **Section 6.0      AUDIT**

The administration of resources awarded by ADOT to the MPO may be subject to audits and/or monitoring by ADOT, as described in this section.

### **(a) Monitoring**

In accordance with 2 CFR 200.329, ADOT shall monitor all activities performed by its staff or by subrecipients to assure that the work is being managed and performed satisfactorily and that time schedules are being met. Therefore, in addition to reviews of audits conducted in accordance with 2 CFR 200 Subpart F, et seq. (2 CFR 200.500-521), monitoring procedures may include, but not be limited to, on-site visits by ADOT staff or designees, limited scope audits as defined by 2 CFR 200 Subpart F and/or other procedures. By entering into this Agreement, the MPO agrees to comply and cooperate fully with any monitoring procedures/processes deemed appropriate by ADOT. In the event ADOT determines that a limited scope audit of the MPO is appropriate, the MPO agrees to comply with any additional instructions provided by ADOT staff to the MPO regarding such audit. The MPO further agrees to comply and cooperate with any inspections, reviews, investigations, or audits deemed necessary by the ADOT's Office of Audit and Analysis, ADOT's Office of the Inspector General (OIG), and ADOT's Financial Management Services.

It is the responsibility of the MPO to monitor their subrecipients.

### **b) Federally funded**

Recipients of federal funds (i.e. state, local government, or non-profit organizations as defined in 2 CFR 200 Subpart F, et seq.,) are to have audits done annually using the following criteria:

1. In the event that the MPO or their subrecipient expends \$1,000,000 or more in Federal awards in its fiscal year, the MPO and the subrecipient must have a Single Audit conducted in accordance with the provisions of 2 CFR 200 Subpart F, et seq. Any non-Federal entity that expends less than \$1,000,000 in Federal awards during the non-Federal entity's fiscal year is exempt from Federal audit requirements for that year, except as noted in 2 CFR §200.503: Relation to Other Audit Requirements, but records must be available for review or audit by appropriate officials of the Federal agency, pass-through entity, the State, ADOT, and the Government Accountability Office (GAO). In determining the Federal awards expended in its fiscal year, the MPO and subrecipient shall consider all sources of Federal awards, including Federal resources received from ADOT. The determination of amounts of Federal awards expended should be in accordance with the guidelines established by 2 CFR 200, et seq. An audit of the MPO conducted by the Arizona Auditor General or an independent auditor in accordance with the provisions 2 CFR 200 Subpart F, et seq. will meet the requirements of this part.
2. In connection with the audit requirements, the MPO shall fulfill the requirements relative to auditee responsibilities as provided in 2 CFR 200.508, et seq.
3. If the MPO expends less than \$1,000,000 in Federal awards in its fiscal year, an audit conducted in accordance with the provisions of 2 CFR 200 Subpart F, et seq., is not required. However, if the MPO elects to have an audit conducted in accordance with the provisions of 2 CFR 200 Subpart F, et seq., the cost of the audit must be paid from non-Federal resources (i.e., the cost of such an audit must be paid from MPO resources obtained from other than Federal entities).
4. If the MPO is exempt from the Federal audit requirements, pursuant to 2 CFR 200.501(d), records must be available for review or audit by appropriate officials and an annual financial report must be submitted to ADOT MPD Finance. In the event the amount of federal funds granted to the MPO does not trigger the requirements for an audit, pursuant to 2 CFR 200.501, the State may still request a review.
5. Federal awards are to be identified using the Assistance Listing title and number, award number and year, name of the awarding federal agency, and percentage of federal participation.
6. In compliance with 2 CFR 200.512(a), et seq., the audit shall be completed and the report must be submitted within the earlier of 30 calendar days after receipt of the auditor's report(s), or nine (9) months after the end of the audit period. If the audit due date falls on a Saturday, Sunday, or Federal holiday, the reporting package is due the next business day.

(c) **Other audit requirements**

The MPO shall follow up and take corrective action on audit findings. Preparation of summary schedule of prior year audit findings, including corrective action, a timetable for resolution, and current status of the audit findings are required to be submitted to ADOT. Current year audit findings require corrective action, a timetable for resolution, and status of findings will also be reported to ADOT.

If the MPO fails to take corrective action, ADOT will make a determination to:

1. make financial adjustments to the allocated Federal funding as determined appropriate, up to and including repayment by the MPO of disallowed costs, or
2. take other action as determined appropriate.

If the MPO has not completed corrective action, a timetable for follow-up should be provided.

Records related to unresolved audit findings, appeals, or litigation shall be retained until the action is completed or the dispute is resolved in accordance with the section titled *REQUISITIONS AND PAYMENTS: Billing Limitation and WP Closeout* of this Agreement. Access to project records and audit work papers shall be given to ADOT and the Arizona Auditor General. This section does not limit the authority of ADOT to conduct or arrange for the conduct of additional audits or evaluations of state financial assistance or limit the authority of any other state official.

(d) **Report submission**

1. Copies of reporting packages for audits conducted in accordance with 2 CFR 200 Subpart F, et seq., and required by this section titled AUDIT and/or the section titled REQUISITIONS AND PAYMENTS of this Agreement shall be submitted when required by 2 CFR 200 Subpart F, et seq., directly to The Federal Audit Clearinghouse (FAC) designated in 2 CFR 200.512 at <https://facweb.census.gov/uploadpdf.aspx>.
2. Copies of reporting packages for other audits conducted as requested by ADOT or the funding federal agency(s) or written communication between the MPO and the independent auditor in compliance with the Statement on Auditing Standards No 114 and required by this section titled AUDIT and/or the section titled REQUISITIONS AND PAYMENTS of this Agreement shall be submitted directly to each of the following:
  - a. [SingleAudit@azdot.gov](mailto:SingleAudit@azdot.gov).
  - b. The Federal Highway Administration at [Arizona.FHWA@dot.gov](mailto:Arizona.FHWA@dot.gov).
  - c. Other Federal agencies and pass-through entities identified in the request.

(e) **Record Retention**

The MPO, along with their subrecipients, shall retain sufficient records demonstrating its compliance with the terms of this Agreement for a period of at least five years from the date the audit report is issued, and shall allow ADOT, FHWA, and FTA or its designee, access to such records upon request. The MPO shall ensure that audit working papers are made available to ADOT, FHWA, and FTA, or its designee, upon request for a period of at least five years from the date the audit report is issued, unless extended in writing by ADOT. All records shall be subject to inspection and audit by the STATE at reasonable times as set forth in A.R.S. 35-214, A.R.S. 35-215, 2 CFR 200.334.

**Section 7.0**      **REQUISITIONS AND PAYMENTS**

(a) **Arizona Electronic Grant Management System (E-Grants)**

The STATE implemented an electronic grant management system, titled "E-GRANTS". The MPO agrees to submit all related documents through that system as required and requested by the STATE. The MPO further agrees that any scanned documents attached in E-Grants shall be clearly legible and in PDF format. The STATE certifies that the electronic signatures comply with A.R.S. 44-7031. The MPO agrees that any electronic signature processed through E-GRANTS has the same force and effect as a written signature and shall be considered a legal signature pursuant to A.R.S. 44-7007.

For further instructions on using the E-Grants system, please refer to the E-Grants Subrecipient's User Guide at <https://azdot.gov/sites/default/files/media/2022/12/E-Grants-Subrecipient-Training-Document.pdf>.

The MPO shall maintain an active E-Grants profile with current email, address, and phone contact information.

**(b) Actions by the MPO**

In order to obtain any payment, the MPO shall:

(1) Submit invoicing electronically in E-GRANTS wherever feasible. Paper invoicing will no longer be accepted for funding types identified in E-GRANTS. The MPO agrees that all invoices and supporting documentation shall be submitted electronically through E-Grants. Submit no more than monthly and no less than quarterly through eGrants.

If invoicing for a funding type not identified in E-GRANTS, submit by EMail to [MPDINVOICE@AZDOT.GOV](mailto:MPDINVOICE@AZDOT.GOV), its payment requisition in the format provided by ADOT in Exhibit A, as amended from time-to-time, and such other data pertaining to the Project Accounts and the WP as ADOT, FHWA, and FTA may require, to justify and support the payment requested.

All projects must reflect reimbursements within each calendar quarter. If the MPO chooses to invoice on a quarterly basis only, invoices shall be submitted no later than the 15<sup>th</sup> day of the third month of each calendar quarter. The purpose of this requirement is to ensure that a payment occurs at a minimum each quarter. Funds not processing payments on a quarterly basis become inactive and may be forfeited. Thus, for those subrecipients choosing to invoice quarterly, adjustments may be made for the prior quarterly invoice period on the next quarterly invoice submission.

(2) Support project-appropriate expenses and costs associated with the Approved Work Plan and the Approved Budget by receipts and other suitable and appropriate documentation pursuant to 2 CFR 200 Subpart E – Cost Principles, (2 CFR 200.400-476), and ADOT, as appropriate. All support documentation must be dated within the Work Program period (except the final closeout invoicing as described in this Agreement) to be considered eligible. The MPO may not incur any costs for work outlined in any amendment prior to receiving approval of that amendment. Any costs incurred prior to receiving such a written document shall not be eligible for reimbursement.

System-generated ledger report(s) that includes proof of payment (such as check number and date paid) must be submitted with the reimbursement request. Travel receipts should always be attached. All other detailed support documentation shall be maintained by the MPO and shall not be submitted to ADOT unless and until requested.

(3) Be fully responsible for the proper billing of any federal reimbursable costs or charges, including those incurred by its subrecipients. Requests for payment shall include documentation of expenditures as required by 2 CFR 200 et seq. and ADOT, as appropriate, and be accompanied by reporting of work accomplished by the MPO as described in the narrative progress report.

To be eligible for reimbursement, costs must meet the following general criteria:

- Be a direct cost. Indirect costs are eligible for reimbursement only with an indirect cost plan approved by the SUBRECIPIENTS federal cognizant agency and accepted by ADOT.
- Be necessary and reasonable for proper and efficient performance and administration of the WP;
- Be an eligible expense under federal and state statutes and program regulations;
- Be treated consistently. A cost may not be assigned to the grant as a direct cost if any other cost incurred for the same purpose in like circumstances has been allocated to a grant as an indirect cost;
- Be determined in accordance with generally accepted accounting principles;
- Not be included as a cost or used to meet cost sharing or matching requirements of any other Federal award in either the current or a prior period, nor will it be used as such in future periods;
- Be the net of all applicable credits; and

- Be adequately documented to include a system generated financial summary, or Excel spreadsheet accompanied by appropriate backup documentation (i.e. invoices, payroll, etc.), disclosing an expense amount that matches the invoice amount.

The narrative progress report shall describe the work and products accomplished which adequately justify and support the payment requested.

(4) If no costs were incurred in the quarter, submit a zero dollar (\$0.00) invoice in E-Grants and a statement to the ADOT Regional Planner explaining the lack of forward progress. Be aware that projects deemed inactive or not showing any forward progress may be in jeopardy of losing funding pursuant to federal rules and/or ADOT policy.

(5) Comply with all applicable provisions of this Agreement.

(6) **Certifications Required:** As required pursuant to 2 CFR 200.415(b) to assure that expenditures are proper and in accordance with the terms and conditions of the Federal award and approved project budgets, the annual and final fiscal reports or vouchers requesting payment under the agreements must include a certification, signed by an official who is authorized to legally bind the MPO, which reads as follows:

“I certify to the best of my knowledge and belief that the information provided herein is true, complete, and accurate. I am aware that the provision of false, fictitious, or fraudulent information, or the omission of any material fact, may subject me to criminal, civil, or administrative consequences including, but not limited to violations of U.S. Code Title 18, Sections 2, 1001, 1343 and Title 31, Sections 3729-3730 and 3801-3812.”

(c) **ADOT’s Obligations**

ADOT MPD Finance shall provide a financial statement to the MPO on at least a quarterly basis.

Subject to other provisions hereof, ADOT will approve and honor such requisitions in amounts deemed proper in accordance with 2 CFR 200 et seq. to ensure the implementation of the WP and will reimburse eligible costs thereof in accordance herewith.

In accordance with 23 U.S.C. 104 and specific guidance from ADOT, FHWA and FTA, ADOT will reimburse the MPO for actual expenses incurred by the MPO in furtherance of the WP. Requests for payment shall include documentation of expenditures as required by 2 CFR 200 et seq., and ADOT, as appropriate, and be accompanied by reporting of work accomplished by the MPO as described in the narrative progress report.

Pursuant to 23 USC 104(d)(2)(B), ADOT will reimburse the MPO no later than 15 calendar days from receipt of the request for reimbursement from the MPO. If ADOT believes the MPO did not provide adequate supporting documentation for reimbursement claims ADOT will reject the invoice, which will require resubmission by the MPO.

Notwithstanding any other provision of this section, ADOT may, by providing written notice, elect not to make a payment in the event of:

1. **Misrepresentation:** The MPO made a misrepresentation of a material nature in its WP, or any supplement thereto or amendment thereof, or in or with respect to any document of data furnished therewith or pursuant hereto;
2. **Litigation:** There is then pending litigation with respect to the MPO’s performance of any of its duties or obligations which may jeopardize or adversely affect the WP, this Agreement, or payments to the MPO;
3. **Concurrence by ADOT:** The MPO has taken any action pertaining to the WP which requires the prior approval of ADOT, the funding federal agency or has made related expenditures or incurred related obligations without having been advised by ADOT, the funding federal agency that the same are approved and satisfactory;
4. **Conflict of Interests:** The MPO has violated any of the conflict of interest provisions of this Agreement.

(d) **Disallowed Costs**

In determining the amount of the payment, ADOT will exclude all WP costs incurred by the MPO prior to the effective date of this Agreement, costs incurred by the MPO which are not provided for in the latest approved Work Program Budget, and costs attributable to goods or services received under a contract or other arrangements which have not been approved in writing by ADOT.



It is agreed by the MPO that where official audits or reviews disclose that the MPO has been reimbursed by ADOT for ineligible work, under applicable federal and state regulations, that the value of such ineligible items will be deducted by ADOT from subsequent reimbursement requests following determination of ineligibility. Upon receipt of a notice of ineligible items the MPO may present evidence supporting the propriety of the questioned reimbursements. Such evidence will be evaluated by ADOT, and the MPO will be given final notification of the amounts, if any, to be deducted from subsequent reimbursement requests.

In addition, the MPO agrees to promptly reimburse ADOT within 30 calendar days for any and all amounts for which ADOT has made payment to the MPO if such amounts become ineligible, disqualified, or disallowed for federal reimbursement due to any act, error, omission, or negligence of the MPO. This includes omission or deficient documentation of costs and charges, untimely, incomplete, or insufficient submittals, or any other reason declared by the applicable Federal Agency or ADOT.

The MPO agrees that ADOT may offset such amounts from payments due for work or services done under any agreement between the parties if payment from the MPO is not received by ADOT after the 30th day from the written notice from ADOT. Offsetting any amount pursuant to this paragraph shall not be considered a breach of contract by ADOT.

(e) **Monthly Reconciliation Process**

The monthly financial statement, to be distributed the first Thursday of each month, is the tool to ensure that all invoices have been properly accounted for by both parties and to ensure both parties are in agreement as to the remaining balances for each work element and funding source. The MPO shall review the financial statement, and if there are variances, the MPO shall notify MPD Finance within ten (10) calendar days. The MPO shall be responsible for providing any necessary supplemental information to reconcile variances.

(f) **Billing Limitation and WP Closeout**

The MPO shall submit to the ADOT MPD Finance & Administration invoices and documents necessary for the close out of the project. Final invoices are due to ADOT in E-Grants no later than July 30<sup>th</sup>. If the MPO anticipates that it will not have its final invoices submitted to ADOT by the July 30<sup>th</sup> deadline, the MPO shall notify ADOT in writing, subject to ADOT MPD Finance approval. ADOT will accept no further billings and will not reimburse for work accomplished on the task or subtask as defined in the WP after July 30<sup>th</sup> unless a time extension has been requested by the MPO and approved by ADOT MPD Finance. Project Close-Out Letters should be submitted to [MPDAUTHORIZATION@AZDOT.GOV](mailto:MPDAUTHORIZATION@AZDOT.GOV) and cc: the ADOT Regional Planner for each funding type as each project completes, but at a minimum, shall be submitted by July 30<sup>th</sup> of each WP funding year for each funding type.

In accordance with 2 CFR 220.343(b), within 90 calendar days of the expiration or termination of the grant of funds for a WP, the MPO shall submit all reports (financial, performance, and other reports required) to ADOT. If an extension is necessary, a written request for extension must be submitted to and be approved by MPDAUTHORIZATION@AZDOT.GOV, who may be required to obtain approval from the Federal funding agency. ADOT will submit all financial, performance and related reports for the MPO to the respective Federal Agency no later than 120 calendar days after the conclusion of the period of performance. After the WP has been closed, ADOT will de-obligate and re-obligate those funds using a new federal aid number to reflect the use of those funds in the new program year. ADOT will provide a copy of the de-obligation and re-obligation authorization within 10 business days after receipt from the federal agency.

The MPO understands that if it fails to timely perform its obligations, or in a timely manner submit invoices and documents necessary for the close out of the WP, the maximum limiting amount may become unavailable or reduced due to a removal or withdrawal of federal funds and ADOT will have no obligation to provide funds from other sources. The MPO agrees that in the event the maximum limiting amount of this Agreement is reduced by such removal, withdrawal, or loss of funds, the MPO will be solely responsible for payment of costs and outstanding invoices no longer reimbursable due to the loss of funding.

(g) **Availability of Funds**

Every payment obligation of ADOT under this contract is conditioned upon the availability of funds appropriated or allocated for the payment of such obligation. If funds are not allocated and available for the continuance of this Agreement, this Agreement may be terminated by ADOT at the end of the period for which the funds are available. No liability shall accrue to ADOT in the event this provision is exercised, and ADOT shall not be obligated or liable for any future payments or for any daPAGES as a result of termination under this paragraph.

(h) **Lapsing Funds**

When funds are approaching expiration, ADOT will work in collaboration with the MPO to obligate the funds and enable expenditure prior to expiration. However, in accordance with FTA Circular 9030.1, 5307 Grant Program funds remaining available for obligation 90 calendar days prior to the expiration of their period of availability (year for which apportioned plus three) may be used by ADOT in any area within the state without prior consultation.

**Section 8.0**      **PROCUREMENT, FIXED ASSETS, TRAVEL**

(a) **Procurement Policy**

Pursuant to 2 CFR 200.317, the MPO must follow the procurement standards in §§ 200.318 through 200.327.

The MPO certifies that all procurement related to the WP and/or this Agreement shall include a fully executed contract with its contractor prior to incurring expenditures for that procurement and shall comply with all applicable federal, state, local, and tribal regulations, MPDs Standard Work for Subrecipient Procurements, visible at:

[https://docs.google.com/document/d/e/2PACX-1vT\\_dAIJMuntk7kDr4yxJtEo73AhaZYclas14iNgw63cler5lvvWuSo2ewlIMxOvOumXbKFdVpyvH3-C/pub](https://docs.google.com/document/d/e/2PACX-1vT_dAIJMuntk7kDr4yxJtEo73AhaZYclas14iNgw63cler5lvvWuSo2ewlIMxOvOumXbKFdVpyvH3-C/pub) and MPDs Subrecipient Procurement Compliance Checklist, visible at:

[https://docs.google.com/spreadsheets/d/e/2PACX-1vTRUM03uXA2NyGrWfn-AvN35HJhUEIGx5UXatifEMlekHgmVeli71e8CBvroVLTcj\\_fcH89x466hZUP/pubhtml](https://docs.google.com/spreadsheets/d/e/2PACX-1vTRUM03uXA2NyGrWfn-AvN35HJhUEIGx5UXatifEMlekHgmVeli71e8CBvroVLTcj_fcH89x466hZUP/pubhtml).

Each new procurement that will use federal funds through ADOT must be submitted to AZUTRACS requesting a new “project number” and “project title”. Each new procurement with FHWA funds must have a DBE Goal Assessment completed prior to solicitation. Each new procurement using any US Department of Transportation funds must reference the AZUTRACS “project number” and “project title” designated for the AZUTRACS “bidder’s list” purposes. It is mandatory for proposers/bidders to submit their “bidder’s list” to be considered susceptible for award. When new procurements not originally noted in the WP Project budget as a Procurement, and using funding under this Agreement are needed, email [MPDCONTRACTS@AZDOT.GOV](mailto:MPDCONTRACTS@AZDOT.GOV) to request the new “project number” to be used in AZUTRACS goal assessment requests and bidder’s lists. Alternatively, you may request the project directly by logging into the DBE Goal Assessment system and requesting setup.

Post award, each procurement shall be entered into the LPA DBE system using that designated “project number” as the first part of the “contract number” in the LPA DBE System contract create process, appending the MPOs internal contract numbering to the end. This allows the MPO to search the system for its contracts, and allows MPD Contracts and the ADOT Business Engagement and Compliance Office (ADOT BECO) to search the system for ADOTs oversight requirements for the same contract.

In compliance with the ADOT DBE Program Plan, the MPO will not withhold retainage on projects funded under this Agreement pursuant to 49 CFR 26.29.b(1). However, if, in the opinion of the MPO, progress is unsatisfactory after 75 percent of the contract time has expired, the MPO may withhold 10 percent of payments due the contractor until progress is determined to be satisfactory. If retention is withheld from the prime contract in this circumstance, the prime contractor and each subcontractor of any tier shall not retain a higher percentage than the MPO retains under the prime contract. The contractor and each subcontractor of any tier shall pay all monies, due to its subcontractor within seven (7) days of receipt of payment from the MPO for work that is satisfactorily completed.

In addition to other clauses required throughout this Agreement or by State law, the MPO shall include applicable contract provisions in every third-party contract / purchase order using federal funding summarized (but not limited to) the following, as revised from time to time:

1. The requirements in 2 CFR 200.327,
2. The requirements in 2 CFR 200 Appendix II,
3. Relevant clauses provided for FHWA funded procurements/contracts located at:
  - a. [www.fhwa.dot.gov/programadmin/contracts/core02.cfm](http://www.fhwa.dot.gov/programadmin/contracts/core02.cfm)
  - b. [www.fhwa.dot.gov/construction/cqit/form1273.cfm](http://www.fhwa.dot.gov/construction/cqit/form1273.cfm)
  - c. <http://www.fhwa.dot.gov/construction/contracts/provisions.cfm>
4. FTA funded procurements/contracts: Circular 4220 Third Party Contracting Guidance or its Appendix D, as revised from time to time, available at: <https://www.transit.dot.gov/regulations-and-guidance/fta-circulars/third-party-contracting-guidance>.



- a. Procurement Pro from National RTAP can be a good resource for the required federal language except that the State DBE and Title VI required language must also be included. Using Procurement Pro does not relieve the subrecipient from the responsibility of ensuring that all the terms and conditions are complete and in compliance with Federal, State, and Local regulations.
5. Any requirements established by a particular funding type, program, or in funding agency guidelines
6. Provisions for Prompt Payment deadlines. The funding in this Agreement includes reimbursement of expenditures necessary to accomplish the work program. Payment may not rely on receipt of funds from ADOT before paying vendors/contractors/consultants.
7. The requirements in 23 CFR 420.121 for FHWA planning and research funds.
8. The requirements in 49 CFR 613 for FTA metropolitan and statewide non-metropolitan planning funds.

The MPO certifies that it shall communicate contractual requirements to contractors and sub-contractors and ensure all the requirements of this Agreement are incorporated by means of a contract or other legally binding documents stipulating the contractor's and/or sub-contractor's responsibility to comply with this Agreement.

(b) **Use and Disposition of Real Property and Equipment**

The procurement, use, and disposition of real property and equipment shall be consistent with the approved WP and in accordance with the requirements of 2 CFR 1201.313, 2 CFR 200.313, and ADOT Policy FIN-11.08 *Federal Property Management Standards* which are incorporated herein by reference and made a part of this Agreement. The MPO agrees to inventory, to maintain records of and to insure the proper use, control, and disposal of all property, equipment, computer hardware, and furniture, acquired pursuant to funding under this Agreement.

(c) **Travel**

Pursuant to 2 CFR 200.475, all travel for the MPO and its Contractors funded through the WP Projects must comply with the MPOs policies for Travel. In the absence of an established written policy regarding travel costs, the rates and amounts established under 5 U.S.C. 5701-11 ("Travel and Subsistence Expenses; Mileage Allowances"), by the Administrator of General Services, or by the President (or their designee) pursuant to any provisions of such subchapter must apply to travel under Federal awards (48 CFR 31.205-46(a)). Travel costs paid to contractors or other non-ADOT-employees must always be supported by appropriate documentation. The MPO is responsible for assuring its travel policies and any costs submitted for reimbursement do not exceed the rates designated by the U.S. General Services Administration. A per diem lookup printout should be included with the submission of receipts; the lookup tool is available at <https://www.gsa.gov/travel/plan-book/per-diem-rates> along with bulletins at <https://www.gsa.gov/policy-regulations/regulations/federal-travel-regulation/ft-and-related-files#TravelPerDiemBulletins>.

(d) **Permits**

Proper permits must be obtained to conduct business or work on ADOT's right of way when applicable.

**Section 9.0**      **CONTRACTS OF THE MPO**

When a contract is written for multiple years and each year's funding is not specified in the written agreement, a two party document (amendment or signed acknowledgement) must be executed by the MPO and its contractor or subrecipient that specifies the next fiscal year's funding approval upon availability of funds.

**Section 10.0**      **PUBLICATIONS**

All reports and maps completed as a part of this Agreement, jointly written or produced by the MPO, except copies of such documents made for the exclusive internal use of the MPO, shall include an acknowledgment on the front cover or a title page, or in the case of maps, in the title block, which identifies the cooperative parties.

The FHWA's approval of reports constitutes acceptance of such reports as evidence of work performed but does not imply endorsement of a report's findings or recommendations. Reports prepared for FHWA-funded work must include appropriate credit references and disclaimer statements in accordance with 23 CFR 420.117(e)

**Section 11.0 TITLE VI OF THE CIVIL RIGHTS ACT OF 1964**

The Subrecipient's head of the Agency will sign the Title VI/Non-Discrimination Assurances (DOT Order No. 1050.2A) on an annual basis; a copy of the signed Assurances with Appendices A, B, C, D, and E will be submitted to ADOT External Civil Rights program. If the signee leaves the position, then the FHWA Title VI/Non-Discrimination Assurances for subrecipients should be signed by the appropriate authority and submitted to ADOT External Civil Rights program within 30 calendar days of the signee change. The assurances are the same as those issued by FHWA for its Recipients - thus all references to "Recipient" in the assurances refers to ADOTs Subrecipient when signed by the Agency.

The Subrecipient shall incorporate all Civil Rights compliance requirements outlined in the MPO/COG manual.

The Subrecipient shall incorporate all compliance requirements outlined in the ADOT Title VI FHWA/FTA Implementation Plan Checklist and annually submit an updated Title VI Nondiscrimination Implementation Plan to External Civil Rights Programs.

The Subrecipient will follow Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) guidelines on conducting public outreach when necessary. When applicable, the Subrecipient will incorporate compliance requirements outlined in the FTA Circular 4702.1B.

**Section 12.0 DISADVANTAGED BUSINESS ENTERPRISES (DBE)**

The MPO and its subrecipient receiving US DOT-assisted transportation funds through ADOT must adopt and implement ADOT's DBE Program Plan, ADOT's DBE policy, DBE contract specifications and forms as a condition of receiving those federal funds by or through ADOT. ADOT Subrecipients/Subgrantees of federal funds must comply with the ADOT DBE Plan for any Projects funded by or through ADOT even if pursuant to 49 CFR 26.21 the subrecipient is required to have their own plan. Contracting and payment audits using USDOT funds via ADOT must be reported in the LPA DBE System.

The ADOT DBE Program Plan and LPA/SUBRECIPIENT DBE Guidelines are located online at <https://azdot.gov/business/business-engagement-and-compliance/dbe-contract-compliance/guides-and-policies-dbe-contract> and are herein incorporated by reference.

**Non-Discrimination**

The SUBRECIPIENT will not exclude any person from participation in, deny any person the benefits of, or otherwise discriminate against anyone in connection with the award and performance of any contract covered by 49 CFR Part 26 on the basis of race, color, sex, national origin, age, or disability.

In compliance with the ADOT DBE Program Plan, the SUBRECIPIENT/SUBGRANTEE shall not, directly or through contractual or other arrangements, use criteria or methods of administration that have the effect of defeating or substantially impairing accomplishment of the objectives of the DBE program. The SUBRECIPIENT will not exclude any person from participation in, deny any person the benefits of, or otherwise discriminate against anyone in connection with the award and performance of any contract covered by 49 CFR Part 26 on the basis of race, color, sex, national origin, age, or disability.

The SUBRECIPIENT shall take all necessary actions required under 49 CFR Part 26 to ensure nondiscrimination in the award and administration of DOT-assisted contracts.

By executing this Agreement, the SUBRECIPIENT, agrees to perform the following minimum DBE Program Compliance Required Activities:

FHWA Funded Projects	FTA Funded Projects	Item Number	DBE Program Compliance Required Activities
✓	✓	1	Designate a Disadvantaged Business Enterprise Liaison Officer (DBELO), responsible for adopting and implementing ADOT's DBE Program Plan; acting as the single point of contact for DBE compliance.

FHWA Funded Projects	FTA Funded Projects	Item Number	DBE Program Compliance Required Activities
✓	✓	2	Adhere to the ADOT DBE Program Plan and accompanying procedures.
✓	✓	3	Follow ADOT's guidelines and procedures, and use the most up-to-date forms developed by ADOT to implement its DBE program.
✓		3.a	Submit by the 8th of each month, a completed Business Engagement Compliance Office (BECO) form reporting all new awards and modification to awards for projects funded by FHWA.
✓	✓	4	Participate in training conducted by ADOT related to DBE requirements and program regulations
✓	✓	5	Require all firms that perform work on DOT-assisted contracts to be actively registered in AZ UTRACS, and maintain their profile with current and accurate firm information.
✓	✓	6	Encourage small firms to register as an SBC (Small Business Concern) via the AZ UTRACS web portal.
✓	✓	7	Utilize certified DBEs found in the AZ UTRACS web portal.
✓	✓	8	Include the DBE contract goal as provided by ADOT BECO for FHWA-funded (and Race-Neutral Agency Voluntary Participation Goal for FTA-funded) contract bid advertisement, bid package, statement of qualification, request for proposal or other solicitation documents.
✓	✓	9	Include applicable DBE contract specifications as provided by ADOT in all DOT-assisted contract bid advertisements, bid packages, statements of qualification, requests for proposal or other solicitation documents.
✓	✓	10	The SUBRECIPIENT shall confirm good faith by the contractor or determine any action required in response to the contractor submission of a verifiable explanation of the discrepancy in the DBE System as early as practicable but in no case later than seven calendar days after reviewing relevant documentation.
✓	✓	11	No later than 15 calendar days after award of any Procurement contract that will be federally funded through this Grant Agreement, the SUBRECIPIENT shall enter the awarded contract information in the LPA DBE System via <a href="https://arizonalpa.dbesystem.com">https://arizonalpa.dbesystem.com</a> , following the requirements designated in the Subrecipient Procurement Compliance Checklist, Tab 4. Each Procurement, under the heading "LPA DBE System Entry Requirements" <a href="https://docs.google.com/spreadsheets/d/e/2PACX-1vTRUM03uXA2NyGrWfn-AvN35HJhUEIGx5UXatifEMlekHgmVeli71e8CBvroVLTcj_fcH89x466hZUP/pubhtml">https://docs.google.com/spreadsheets/d/e/2PACX-1vTRUM03uXA2NyGrWfn-AvN35HJhUEIGx5UXatifEMlekHgmVeli71e8CBvroVLTcj_fcH89x466hZUP/pubhtml</a> .
✓	✓	12	No later than 15 calendar days after the end of each month, the SUBRECIPIENT reports payments to prime contractors within the ADOT Local Public Agencies DBE Reporting System located at <a href="http://www.arizonalpa.dbesystem.com">www.arizonalpa.dbesystem.com</a> .
✓	✓	13	Submit contract data in support of monthly, semi-annual and annual federal reporting submission made by ADOT. Subrecipients/Subgrantees, Certification Acceptance Agencies and LPAs are required to use the ADOT Local Public Agencies DBE System, via <a href="http://www.arizonalpa.dbesystem.com">www.arizonalpa.dbesystem.com</a>
✓	✓	14	Monitor and ensure that contractors enter and report subcontractor payments by the last day of each month for the previous month in the LPA DBE System and that Prompt Payment of DBEs and other subcontractors are monitored and enforced. Monitoring is accomplished through the LPA audit process and its notifications.

FHWA Funded Projects	FTA Funded Projects	Item Number	DBE Program Compliance Required Activities
✓	✓	15	Monitor and ensure Contractor compliance with the ADOT DBE Program Plan, policies and regulations, including with the ADOTs concurrence, deems appropriate, which may include, but is not limited to: <ul style="list-style-type: none"> <li>- Withholding payments;</li> <li>- Assessing sanctions;</li> <li>- Liquidated daPAGes; and/or</li> <li>- Disqualifying the contractor from future bidding on the grounds of being non-responsible.</li> </ul>
✓	✓	16	ADOT conducts project site visits to ensure all DBEs are meeting a Commercially Useful Function (CUF) on each DOT-assisted contract. Any DBE determined to not be performing a commercially useful function will be notified by the SUBRECIPIENT within seven calendar days of the decision. In the event that the DBE appeals the decision to ADOT's Business Engagement and Compliance Office, the decision remains in effect unless and until ADOT BECO reverses or modifies Grantee's decision. ADOT BECO will promptly consider any appeals and notify the contractor of the ADOT BECO findings and decisions. Decisions on CUF matters are not administratively appealable to USDOT.
✓	✓	17	Implement monitoring and enforcement mechanisms to ensure compliance with the terms of the contract, including application of applicable sanctions, as needed, for payment reporting, prompt payment, DBE termination/substitution and not meeting the DBE contract goal.
✓	✓	18	Follow DBE contract specification to notify ADOT BECO and ADOT PM in writing to secure ADOT BECO's approval prior to any termination, substitution, or reduction of work of a committed DBE firm used to meet the DBE contract goal.
✓	✓	19	Monitor DBE utilization on projects throughout the life of the contract and notify ADOT BECO as soon as SUBRECIPIENT is aware of a potential issue that may affect DBE commitments made at award. Such notification includes when a DBE loses certification. Pursuant to 49 CFR § 26.87(j), special requirements exist depending on whether the DBE was already contracted or if contracting is pending. Steps to take specific to the LPA DBE System will be available in the Subrecipient Procurement Compliance Checklist, Tab 4. Each Procurement, under the heading "Consequences of a DBE's Decertification" ( <a href="https://docs.google.com/spreadsheets/d/e/2PACX-1vTRUM03uXA2NyGrWfn-AvN35HJhUEIGx5UXatifEMlekHgmVeli71e8CBvroVLTcj_fcH89x466hZUP/pubhtml">https://docs.google.com/spreadsheets/d/e/2PACX-1vTRUM03uXA2NyGrWfn-AvN35HJhUEIGx5UXatifEMlekHgmVeli71e8CBvroVLTcj_fcH89x466hZUP/pubhtml</a> ).
✓	✓	20	Ensure that all DBE Certification of Final Payment Forms are submitted by contractors within 30 calendar days of subcontractor completing the work and submit a copy to ADOT BECO.
✓	✓	21	Ensure timely contract closeout by ensuring all subcontractor payments are reported in the DBE System, closeout contracts in the LPA DBE reporting system, and complete all mandatory reporting requirements in the LPA DBE system by April 1st and October 1st of each year.
✓	✓	22	As part of the proposal submission during a formal procurement (RFP, IFB, etc.), the SUBRECIPIENT must incorporate receipt of a bidder's list into the responsiveness / susceptible for award determination. FAILURE TO SUBMIT THE REQUIRED BIDDERS/PROPOSERS LIST TO THE GRANTEE PROCUREMENT OFFICE BY THE STATED TIME AND IN THE MANNER HEREIN SPECIFIED SHALL BE CAUSE FOR THE BIDDER BEING DEEMED INELIGIBLE FOR AWARD OF THE CONTRACT.
✓	✓	23	Cooperate with ADOT or DOT audits and site visits for ADOT DBE Program Plan regulation and contract compliance. Provide access to procedures and project files. Enable onsite interview with contracting, financial, DBE compliance, and project staff
✓	✓	24	Each contract signed with a contractor and each subcontract a prime signs with a subcontractor must include the following assurance:

FHWA Funded Projects	FTA Funded Projects	Item Number	DBE Program Compliance Required Activities
✓	✓	24.a	<p>A vendor/contractor/consultant/subcontractor/subconsultant (hereinafter referred to as "contractor") shall not discriminate on the basis of race, color, national origin, or sex in the performance of this contract. The contractor shall carry out applicable requirements of 49 CFR Part 26 in the award and administration of USDOTassisted contracts. Failure by the contractor to carry out these requirements represents a material breach of this contract, which may result in the termination of this contract or such other remedy as the Grantee, with the Department's concurrence, deems appropriate, which may include, but is not limited to:</p> <ul style="list-style-type: none"> <li>· Withholding payments;</li> <li>· Assessing sanctions;</li> <li>· Liquidated daPAGes; and/or</li> <li>· Disqualifying the contractor from future bidding on the grounds of being non-responsible.</li> </ul>
✓	✓	24.b	Each contractor shall establish a program that will ensure nondiscrimination in the award and administration of contracts and subcontracts.
✓	✓	24.c	Each contractor shall designate a full time employee who shall be responsible for the administration of the contractor's DBE program.
✓	✓	24.d	Each contractor shall prohibit agreements in which a DBE promises not to provide subcontracting quotations to other bidders.
✓	✓	24.e	Subcontract Payment Reporting in the DBE system:
✓	✓	24.e.1	The Arizona Department of Transportation (the Department) is required to collect data on DBE and non-DBE participation, including lower tier subcontracts, to report to FHWA and FTA on Federal-aid projects. The contractor is notified that such record keeping is required by the Department for tracking DBE participation on both race neutral and race conscious projects (i.e. projects with and without DBE goals).
✓	✓	24.e.2	The contractor shall respond to Subrecipient payment audits reported each month electronically through the Department's web-based payment tracking system ( <a href="https://adot.dbesystem.com">https://adot.dbesystem.com</a> ), reporting its payments to all DBEs and non-DBE subcontractors working on the project. In addition, the contractor shall require that all DBE and non-DBE subcontractors shall also respond to its audits and report lower-tier subcontractor payments in the same manner.
✓	✓	24.e.3	If, by the DBE system audit deadline, the contractor has not submitted the required report for work performed during the preceding month, or the submitted report failed to include all amounts earned by and paid to all DBEs and non-DBEs, including all lower-tier DBE and non-DBE subcontractors, the Project Manager will work with the ADOT MPD Program Manager to determine if sanctions should be assessed. These liquidated daPAGes shall be in addition to all other reductions or liquidated daPAGes provided for elsewhere in the contract.
✓	✓	24.f	The contractor is herein notified that it shall not withhold retainage from any subcontractor payments pursuant to 49 CFR 26.29.b(1) and shall comply with Prompt Payment requirements. Contractors must pay subcontractors for satisfactory performance (i.e., all the tasks called for in the subcontract for the invoicing period have been accomplished and documented as required and any deliverables are approved) no later than 7 days from receipt of each payment made to the contractor. The prompt payment provision applies to all subcontractors at all tiers, not just DBEs.

*In the event the contractor fails to invoice according to its scheduled invoicing activities, and in any case where a contractor's invoice has been rejected through no fault of the*

FHWA Funded Projects	FTA Funded Projects	Item Number	DBE Program Compliance Required Activities
			<i>subcontractor's performance, the contractor shall pay each subcontractor for satisfactory work completed in no more than 30 calendar days from receipt of invoice for that work.</i>
✓	✓	24.g	The contractor shall include these provisions in all of its subcontracts, and ensure that its subcontractors include these provisions in any lower-tier subcontracts.
	✓	24.h	Any language provided in this Agreement DBE Section supersedes language provided by ProcurementPro for FTA-funded contracting requirements.
✓		25	Submit all FHWA DOT-assisted contracts to ADOT BECO to be assessed for a DBE goal.
✓		26	Notify the ADOT PM and ADOT Business Engagement and Compliance Office (BECO) in writing immediately following DOT-assisted project a) bid opening of architect & engineering, design, or construction low bidder or b) selected professional services when the contractor and/or consultant indicates on the DBE Assurance Form that the DBE contract goal cannot be met.
✓		27	Submit all Good Faith Effort documentation to ADOT BECO for review and concurrence prior to the awarding of DOT-assisted contracts.
✓		28	Collect DBE Affidavits (FHWA-funded contracts only), bidder/proposer list confirmation email and all other ADOT required forms and submit to ADOT BECO in accordance with the applicable FHWA Compliance Checklist MPOs and COGs available at website <a href="https://azdot.gov/business/business-engagement-and-compliance">https://azdot.gov/business/business-engagement-and-compliance</a> : <a href="https://azdot.gov/sites/default/files/2019/09/2017-mpo-checklist-ps-final-2-7.pdf">https://azdot.gov/sites/default/files/2019/09/2017-mpo-checklist-ps-final-2-7.pdf</a> .
✓		29	Ensure the receipt of Bid Verification Notice from ADOT BECO prior to contract award.
✓		30	Prior to final payment on any Project with an assessed DBE goal greater than zero, the SUBRECIPIENT shall determine whether the consultant met the assessed DBE goal. Where the goal was not met, the SUBRECIPIENT must forward the written determination document and a copy of the final invoice to the ADOT MPD DBE Liaison and Regional Planner/Project Manager, who will work with ADOT BECO to determine if sanctions are required. In the event sanctions are required, the SUBRECIPIENT will reduce the final payment on the Project by the fee, copying the vendor with the sanction notice provided by ADOT.

### Section 13.0 DEBARMENT/SUSPENSION

The federal funding in this Agreement is considered a covered transaction under 2 CFR 180.970 and 2 CFR 1200.220 for purposes of debarment and suspension considerations. Thus both subrecipient pass-through agreements and agreements for contractors, subcontractors, suppliers, consultants or its agent or representation in any transaction is subject to this requirement. The MPO is prohibited from making any award or permitting any award at any tier to any party which has not established and maintained its entity registration on the federal System for Award Management (SAM.GOV) or one that is debarred or suspended or otherwise excluded from or ineligible for participation in federal assistance programs pursuant to 2 CFR 200.213. The MPO agrees to comply, and assures the compliance of each third-party contractor and subrecipient at any tier, with Executive Order Numbers. 12549 and 12689, "Debarment and Suspension," 31 U.S.C. § 6101 note, and U.S. DOT regulations, "Government-wide Debarment and Suspension Non-procurement," and 2 CFR 200.212. The MPO agrees to and assures that its third party contractors and subrecipients will review the Exclusions available at <https://sam.gov/content/entity-information> and assure that its subrecipients establish and maintain entity registration on the System for Award Management before entering into any contracts.

### Section 14.0 PROHIBITED INTERESTS

Neither the MPO nor any of its contractors or their subcontractors shall enter into any contract, subcontract, or arrangement in connection with the WP or any property included or planned to be included in the WP, in which a member, officer, or employee of the MPO either during his tenure or for one year thereafter has any interest, direct or indirect. If any such present or former



member, officer, or employee involuntarily acquired or had acquired prior to the beginning of his or her tenure any such interest, and if such interest is immediately disclosed to the MPO and such disclosure is entered in the minutes of the MPO, the MPO may waive the prohibition contained in this paragraph, provided, that any such present member, officer, or employee shall not participate in any action by the MPO or the locality relating to such contract, subcontract, or arrangement. The MPO must disclose any such interest to ADOT within five business days of receipt of disclosure.

The MPO shall insert in all contracts entered into in connection with the WP or any property included or planned to be included in any Project, and shall require its contractors to insert in each of their subcontracts, the following provision:

**“No member, officer, or employee of the MPO either during his or her tenure or for one year thereafter shall have any interests, direct or indirect, in this contract or the proceeds thereof.”**

The provisions of this paragraph shall not be applicable to any agreement between the MPO and its fiscal depositories, or to any agreement for utility services the rates for which are fixed or controlled by a governmental agency.

Pursuant to 2 CFR 1201.112 and 2 CFR 200.112, the MPO shall disclose in writing any potential conflict of interest to ADOT, who shall inform the Federal awarding agency in accordance with applicable Federal awarding agency policy.

### **Section 15.0 GRATUITIES / GIFTS**

Employees of the MPO shall not accept any benefits, gifts, or favors from any person doing business with, or who may do business with, the MPO under this Agreement.

Any person doing business with, or who may do business with, the MPO under this Agreement may not make any offer of benefits, gifts, or favors to the MPO employees. Failure on the part of the MPO to adhere to this policy may result in termination of this contract.

A gift card or other unsolicited items received at conferences and events are considered nominal and are not considered a substantial financial interest if the value is no more than \$25 (SAAM 8005).

### **Section 16.0 BONUS OR COMMISSIONS**

By execution of this Agreement, the MPO represents that it has not paid and, also agrees not to pay, any bonus or commission for the purpose of obtaining approval of its application for the financial assistance hereunder.

### **Section 17.0 CONFLICT AND DISPUTE RESOLUTION PROCESS**

The affected parties to this Agreement shall, at a minimum, ensure the attempted early resolution of conflicts relating to such matters. Early resolution shall be handled by direct discussion between the MPO and ADOTs Regional Planner. If not able to reach resolution, the matter shall be escalated to following officials: for ADOT - the Multimodal Planning Division Director; and for the MPO - the Director or designee.

If the conflict remains unresolved, the conflict shall be resolved by the following Senior Agency Officials: for ADOT - the State Engineer; and for the MPO - the Director or designee.

If the conflict continues to remain unresolved, the conflict shall be resolved by the following Executive Agency Officials: for ADOT - the Agency Director; and for the MPO - the Director or designee.

If resolution is not accomplished, the parties agree to resolve all disputes through arbitration, after exhausting applicable administrative review and if required by applicable law, to the extent required by A.R.S. § 12-1518.

### **Section 18.0 SUSPENSION OR TERMINATION FOR CONVENIENCE**

ADOT reserves the right to terminate the Agreement, in whole or in part at any time, when in the best interests of ADOT without penalty or recourse. Upon receipt of the written notice, the MPO shall stop all work, as directed in the notice, notify all subrecipients and contractors funded under this Agreement of the effective date of the termination and minimize all further costs to ADOT. In the

event of termination under this paragraph, all documents, data and reports prepared by the MPO under this Agreement shall become the property of and be delivered to ADOT upon request. The MPO shall be entitled to receive just and equitable compensation for work in progress, work completed, and materials accepted before the effective date of the termination. The MPO shall continue to perform, in accordance with the requirements of the Agreement, up to the date of termination, as directed in the termination notice.

ADOT shall reimburse the MPO for those eligible expenses incurred during the Agreement period which are directly attributable to the completed portion of the work covered by this Agreement, provided that the work has been completed in a manner satisfactory and acceptable to ADOT. The MPO shall not incur new obligations for the terminated portion after the effective date of termination.

ADOT may seek any remedy available at law for recovery of any funds paid to MPO for any and all amounts for which ADOT has made payment to the MPO if such amounts are not directly attributable to the completed portion of the work covered by this Agreement or have been paid to the MPO for work completed after the effective date of the termination.

In addition to the rights reserved in the Agreement, ADOT may terminate the Agreement in whole or in part due to the failure of the MPO to comply with any term or condition of the Agreement, to acquire and maintain all required insurance policies, bonds, licenses and permits, or to make satisfactory progress in performing the Agreement.

This Agreement may be terminated by either party provided that a termination shall not be effective until 30 calendar days after a Party has served written notice upon the other Party. This Agreement may be terminated by mutual consent of both Parties or unilaterally by either Party without cause.

#### **Section 19.0 FORCE MAJEURE**

Except for payment of sums due, neither party shall be liable to the other nor deemed in default under this Agreement if and to the extent that such party's performance of this Agreement is prevented by reason of force majeure. The term "*force majeure*" means an occurrence that is beyond the control of the party affected and occurs without its fault or negligence. Without limiting the foregoing, force majeure includes acts of God; acts of the public enemy; war; riots; strikes; mobilization; labor disputes; civil disorders; fire; flood; lockouts; injunctions-intervention-acts; or failures or refusals to act by government authority; and other similar occurrences beyond the control of the party declaring force majeure which such party is unable to prevent by exercising reasonable diligence.

#### **Section 20.0 INDEMNIFICATION**

To the fullest extent permitted by law, the SUBRECIPIENT shall indemnify, defend, and hold harmless the State of Arizona, ADOT and its officers, officials, agents and employees (hereinafter referred to in this section as "indemnitee") from and against any and all claims, actions, liabilities, daPAGes, losses or expenses, including court costs, reasonable attorneys' fees and costs of claim processing, investigation and litigation ( hereinafter referred to as "claims") for bodily injury or personal injury (including death), or loss or daPAGE to tangible or intangible property caused or alleged to be caused, in whole or in part, by the negligent or willful acts or omissions of the SUBRECIPIENT or any of its owners, officers, directors, agents, employees, contractors, or subcontractors. This indemnity includes any claim or amount arising out of, or recovered under, the Workers' Compensation Law or arising out of the failure of the SUBRECIPIENT to conform to any federal, state or local law, statute, ordinance, rule, regulation or court decree. It is the specific intention of the parties that the indemnitee shall, in all instances, except for Claims arising solely from the negligent or willful acts or omissions of the indemnitee, be indemnified by the SUBRECIPIENT from and against any and all claims. It is agreed that the SUBRECIPIENT will be responsible for primary loss investigation, defense and judgment costs where this indemnification is applicable. In consideration of the award of this contract, the SUBRECIPIENT agrees to waive all rights of subrogation against the State of Arizona, ADOT and its officers, officials, agents and employees for losses arising from the work performed by the SUBRECIPIENT under this Agreement. This indemnity clause shall not apply if the SUBRECIPIENT or its subcontractor(s) is/are an agency, board, commission or University of the State of Arizona.

#### **Section 21.0 INSURANCE REQUIREMENTS**

##### **INSURANCE REVIEW:**

SUBRECIPIENT must complete and sign the *INSURANCE CHECKLIST FOR GRANT AGREEMENTS WITH COUNCILS OF GOVERNMENT (COG), METROPOLITAN PLANNING ORGANIZATIONS (MPO), AND TRANSIT MANAGEMENT AREA METROPOLITAN PLANNING*



ORGANIZATIONS (TMA) and submit to mlb\_mpd@azdot.gov with the required evidence of insurance or self-insurance. Risk Management will review for compliance and notify the SUBRECIPIENT and MPD Contracts of acceptance or deficiencies.

**INSTRUCTIONS FOR SUBMITTAL OF THE INSURANCE PACKAGE:**

Email Subject Line to Read:

- Review of Insurance for {insert "XXXXXXX" and the Contract Number and the name of SUBRECIPIENT}

Body of Email:

- "Please review the attached *Checklist* and evidence of insurance for compliance with the COG/MPO/TMA Grant Program requirements."
- "Requested Turn Around: 1 Week"

Attach:

- *INSURANCE CHECKLIST FOR GRANT AGREEMENTS WITH COUNCILS OF GOVERNMENT*
- Completed and signed Insurance Certificate(s) and endorsements/relevant policy sections, or evidence of self-insurance. (Include language that indicates self-insurance is primary/non-contributory, ADOT and the State of Arizona are additional insured under the self-insurance program, and subrogation is waived as required under the Agreement).

**INSURANCE REQUIREMENTS:**

The SUBRECIPIENT and/or any contractor(s) shall procure and maintain, until all of their obligations have been discharged, including any warranty periods under the Agreement, insurance against claims for injury to persons or daPAGE to property arising from, or in connection with, the performance of the work hereunder by the SUBRECIPIENT, its agents, representatives, employees and/or contractors/subcontractors.

The Insurance Requirements herein are minimum requirements for the Agreement and in no way limit the indemnity covenants contained in the Agreement. The State of Arizona in no way warrants that the minimum limits contained herein are sufficient to protect the SUBRECIPIENT from liabilities that arise out of the performance of work under the Agreement by the SUBRECIPIENT, its agents, representatives, employees and/or contractors/subcontractors, and the SUBRECIPIENT is free to purchase additional insurance.

**MINIMUM SCOPE AND LIMITS OF INSURANCE**

The SUBRECIPIENT shall provide coverage with limits of liability not less than those stated below. Deductible(s), Self Insurance, and Self-Insured Retention (SIR) amounts are subject to review and approval by ADOT Safety and Risk Management.

**Commercial General Liability (CGL) – Occurrence Form**

Policy shall include bodily injury, property daPAGE, and broad form contractual liability coverage.

- |   |             |
|---|-------------|
| • General Aggregate                         | \$2,000,000 |
| • Products – Completed Operations Aggregate | \$2,000,000 |
| • Personal and Advertising Injury           | \$1,000,000 |
| • DaPAGE to Rented Premises                 | \$50,000    |
| • Each Occurrence                           | \$1,000,000 |

1. The policy shall be endorsed, as required by written agreement, to include the "The State of Arizona, ADOT, and its officers, officials, agents, and employees" shall be named as additional insureds with respect to liability arising out of the activities performed by or on behalf of the SUBRECIPIENT.

2. The policy shall contain a waiver of subrogation endorsement in favor of the State of Arizona, the Department and its officers, officials, agents, and employees for losses arising from work performed by or on behalf of the SUBRECIPIENT.

**Business Automobile Liability**

Bodily Injury and Property DaPAGE for any owned, hired, and/or non-owned automobiles used in the performance of this Agreement.

- Combined Single Limit (CSL) \$1,000,000

1. The policy shall be endorsed, as required by written agreement, to include the “The State of Arizona, ADOT, and its officers, officials, agents, and employees” to be named as additional insureds with respect to liability arising out of the activities performed by or on behalf of the SUBRECIPIENT involving automobiles owned, leased, hired or borrowed by the SUBRECIPIENT.

2. The policy shall contain a waiver of subrogation endorsement in favor of the State of Arizona, its departments, agencies, boards, commissions, universities and its officers, officials, agents, and employees for losses arising from work performed by or on behalf of the SUBRECIPIENT.

**Workers' Compensation and Employers' Liability**

- Workers' Compensation Statutory
- Employers' Liability
  - Each Accident \$1,000,000
  - Disease – Each Employee \$1,000,000
  - Disease – Policy Limit \$1,000,000

1. The policy shall contain a waiver of subrogation endorsement in favor of the State of Arizona, its departments, agencies, boards, commissions, universities and its officers, officials, agents, and employees for losses arising from work performed by or on behalf of the SUBRECIPIENT.

**Additional Insurance Requirements**

The policies shall include, or be endorsed to include, as required by this written agreement, the following provisions:

1. The Contractor's policies, as applicable, shall stipulate that the insurance afforded the Contractor shall be primary and that any insurance carried by the Department, its agents, officials, employees or the State of Arizona shall be excess and not contributory insurance, as provided by A.R.S. § 41-621 (E).

2. Insurance provided by the Contractor shall not limit the Contractor’s liability assumed under the indemnification provisions of this Contract.

**Notice of Cancellation**

Applicable to all insurance policies required within the Insurance Requirements of this Contract, Contractor’s insurance shall not be permitted to expire, be suspended, be canceled, or be materially changed for any reason without thirty (30) calendar days prior written notice to the State of Arizona. Within two (2) business days of receipt, the contractor must provide notice to the State of Arizona if they receive notice of a policy that has been or will be suspended, canceled, materially changed for any reason, has expired, or will be expiring. Such notice shall be sent directly to the Department and shall be mailed, emailed, hand delivered or sent by facsimile transmission.

**Acceptability of Insurers**

The SUBRECIPIENT’s insurance, if purchased rather than self-insurance, shall be placed with insurance companies duly licensed in the State of Arizona or which hold approved non-admitted status on the Arizona Department of Insurance’s List of Qualified Unauthorized Insurers. Insurers shall have an “A.M. Best” rating of not less than A- VII or be duly authorized to transact Workers’ Compensation insurance in the State of Arizona . The State of Arizona in no way warrants that the above-required minimum insurer rating is sufficient to protect the SUBRECIPIENT from potential insurer insolvency.

**Verification of Coverage**

1. The SUBRECIPIENT shall furnish the State of Arizona with certificates of insurance (ACORD form or equivalent approved by the State of Arizona) as required by this Agreement. The certificates for each insurance policy are to be signed by an authorized representative.

2. All insurance certificates and endorsements are to be received and approved by the State of Arizona before work commences under the Agreement.

3. Insurance coverage must be in effect at or prior to commencement of work under the Agreement and must remain in effect for its duration. Failure to maintain the required insurance coverages or provide timely evidence of coverage renewal is a material breach of the Agreement.

4. All certificates required by this Contract shall be uploaded to the Arizona Grant Management System. The State of Arizona project/contract number and project description shall be noted on the certificate of insurance. The State of Arizona reserves the right to require complete, certified copies of all insurance policies required by the grant agreement at any time.

### **Subcontractors**

SUBRECIPIENT's Certificate(s) shall include all contractors/subcontractors as insured under its policies or SUBRECIPIENT shall be responsible for ensuring and/or verifying that all contractors/subcontractors have valid and collectable insurance as evidenced by the Certificates of Insurance and endorsements for each contractor/subcontractor. All coverage for contractors/subcontractors shall be subject to the minimum Insurance Requirements identified above. The Department reserves the right to require, at any time throughout the life of this contract, proof from the SUBRECIPIENT that its contractors/subcontractors have the required coverage.

### **Approval**

Any modification or variation from the insurance requirements in this Agreement shall be made in consultation with ADOT, Safety & Risk Management Division. Such action will not require a formal amendment to this Agreement, but may be made by administrative action.

### **Exceptions**

If the SUBRECIPIENT or contractor(s)/sub-contractor(s) is/are a State of Arizona agency, board, commission, or university, none of the above insurance requirements shall apply.

## **Section 22.0 COPYRIGHT AND PATENT**

Indemnification: To the extent permitted by A.R.S. § 41-621 and § 35-154, the MPO shall indemnify and hold harmless ADOT against any liability, including costs and expenses, for infringement of any patent, trademark, or copyright arising out of this Agreement performance or use by ADOT of materials furnished or work performed under this Agreement. ADOT shall reasonably notify the MPO of any claim for which it may be liable under this paragraph.

Copyrights: Pursuant to 23 CFR 420.121 (b), State DOTs and their subrecipients may copyright any books, publications, or other copyrightable materials developed in the course of the FHWA planning and research funded project. The FHWA reserves a royalty-free, nonexclusive and irrevocable right to reproduce, publish, or otherwise use, and to authorize others to use, the work for Government purposes.

Patents: Pursuant to 23 CFR 420.121 (i): State DOTs and their subrecipients are subject to the provisions of 37 CFR part 401 governing patents and inventions and must include or cite the standard patent rights clause at 37 CFR 401.14 except for § 401.14(g) in all subgrants or contracts. In addition, State DOTs and their subrecipients must include the following clause, suitably modified to identify the parties, in all subgrants or contracts, regardless of tier, for experimental, developmental or research work:

“The subgrantee or contractor will retain all rights provided for the State in this clause, and the State will not, as part of the consideration for awarding the subgrant or contract, obtain rights in the subgrantee's or contractor's subject inventions.”

## **Section 23.0 ANTI-LOBBYING**

The MPO agrees to comply with the provisions of 31 U.S.C. 1352, 23 CFR 630.112(c)(5), and 49 CFR part 20 and 2 CFR 200.450. The legislation prohibits Federal appropriated funds from being expended by a recipient or any lower tier subrecipients of a Federal contract, grant, loan, or cooperative agreement to pay any person for influencing or attempting to influence a Federal agency or Congress in connection with the award of any Federal contract, the making of any Federal grant or loan, or entering into any cooperative agreement, including the extension, continuation, renewal, amendments or modification of any Federal contract, grant, loan or cooperative agreement. Certification is required to indicate compliance with 49 CFR 20.100(a). Disclosure must be made on

Standard Form LLL: Disclosure of Lobbying Activities, found at <https://www.gsa.gov/forms-library/disclosure-lobbying-activities> if any non-appropriated funds are used for such activities described herein. All disclosure statements are to be furnished to ADOT.

The MPO agrees to require all lower tier subcontractors who have agreements exceeding \$100,000.00 to complete Lobbying Certification (Exhibit B) and when appropriate, the Disclosure of Lobbying Activities (IPAGe for reference only - Exhibit C).

#### **Section 24.0**     **ENERGY CONSERVATION**

The MPO is required to comply with mandatory standards and policies, as applicable relating to energy efficiency, which are contained in the State Energy Conservation Plan issued by the State of Arizona in compliance with the Energy Policy and Conservation Act (P.L. 94-165).

#### **Section 25.0**     **ENVIRONMENTAL PROTECTION**

The MPO is required to comply with all applicable standards, orders or requirements issued under Section 306 of the Clean Air Act (42 U.S.C. 1857 (h), Section 508 of the Clean Water Act (33 U.S.C. 1368), Executive Order 11738 and CFR Title 40: Environmental Protection Agency regulations which prohibit the use under non-exempt Federal contracts, grant or loans of facilities included on the EPA List of Violating Facilities. Violations shall be reported to FHWA, FTA, and to the U.S.E.P.A. Assistant Administrator Enforcement (EN-329).

#### **Section 26.0**     **DRUG FREE WORKPLACE**

The MPO agrees to comply with laws governing a drug and alcohol-free workplace in compliance with the Federal Drug-Free Workplace Act of 1988 (41 U.S.C. 701), 23 CFR 630.112(c)(3) and 49 CFR Part 32.

#### **Section 27.0**     **TRANSPARENCY ACT**

As a subrecipient of federal funds through ADOT, the MPO warrants compliance with the Federal Funding Accountability and Transparency Act of 2006 and associated 2008 Amendments (the "Act"). Additionally, in a timely manner, and in the method specified by ADOT, the MPO will provide information that is requested by ADOT to enable ADOT to comply with the requirements of the Act, as may be applicable pursuant to 2 CFR Part 170, Appendix A.

#### **Section 28.0**     **FTA CERTIFICATIONS AND ASSURANCES**

Pursuant to 49 U.S.C. 5323(n), the FTA consolidated the certifications and assurances required by Federal law or regulations for its programs.

On an annual basis, any agency with an active FTA capital or formula project must provide an affirmation by the MPOs attorney pertaining to the MPOs legal capacity. The MPO must agree to comply with all categories applicable to ADOT, who is considered to be the APPLICANT and SUBRECIPIENT of the funds by FTA, regardless of current applicability of the initial award under this Agreement. This is to ensure that should the category become applicable during the life of the Agreement, the MPO will comply. The FTA Certifications and Assurances will be provided to the MPO under a separate packet as they are released by FTA and subsequent to ADOT electronic agreement. Continuation of this Agreement shall be contingent on completion and submission of that packet within the deadline expressed at time of distribution. The FTA Certifications and Assurances, as modified and accepted each year shall be considered incorporated into this Agreement by reference.

The Parties understand and agree that not every provision of the Certifications and Assurances will apply to every Applicant or every Project. The type of Project and the MPO will determine which Certifications and Assurances apply.

The MPO also understands and agrees that these Certifications and Assurances are pre-award requirements, generally required by Federal law or regulation, and do not include all Federal requirements that may apply.

The MPO is ultimately responsible for compliance with the Certifications and Assurances that apply to itself or its Project, even if a subrecipient or other third party participant may be involved in your Project, except as FTA determines otherwise in writing. For this

reason, we strongly encourage the MPO to take the appropriate measures, including, but not limited to, obtaining sufficient documentation from each subrecipient and other Third Party Participant to assure the validity of applicable Certifications and Assurances.

The MPO understands and agrees that when applying for funding on behalf of a consortium, joint venture, partnership, or team, the MPO must identify the activities each member will perform and the extent to which each member of that consortium, joint venture, partnership, or team will be responsible for compliance with the Certifications and Assurances, except as FTA determines otherwise in writing.

The FTA Certification and Assurances required of ADOT and its subrecipients are issued annually subsequent to ADOT signing the same. They are available for viewing in the e-Grant system and on the FTA website and are incorporated herein by reference. Completion and Signing of this FTA Certification and Assurances document is a requirement and a condition to receive FTA funding through ADOT and does not relieve the MPO of any obligation of other certifications or assurances required in any application or contracting process, and should be treated as an addition to such certifications and assurances.

## **Section 29.0      RESPONSIBILITIES OF THE FISCAL AGENT**

A Fiscal Agent for the MPO is the entity responsible for providing fiscal, human resource and staff support services, including but not limited to legal and IT, to the MPO. In the event that the MPO requires a Fiscal Agent, the MPO shall submit a copy of the agreement to the ADOT Contracts Program Manager for review and acceptance prior to execution. The agreement with a Fiscal Agent shall include:

1. Maintaining required accounting records for state and federal funds consistent with current state and federal requirements and the requirements of this Agreement.
2. Providing all appropriate funding, as identified by fiscal year in the WP, to allow the MPO staff to effectively and efficiently fulfill its responsibilities and obligations under the WP.
3. Establishing procedures and policies for procurement and purchasing in compliance with this Agreement.
4. Establishing which Party and/or Individual holds authority for Executing WP Agreements and/or Amendments to the Agreement with the consent of the MPO.
5. In the event the Fiscal Agent is providing human resource services to the MPO, the agreement must reflect the disposition of payroll and its designation as Fiscal Agent Overhead or MPO Program Direct Labor eligible for use as a funding Match. Payroll may not be designated as both a direct cost and an overhead.

## **Section 30.0      INCORPORATION OF FEDERAL TERMS**

All contractual provisions required by the U.S. Department of Transportation are hereby incorporated by reference. All applicable clauses shown in the FTA Master Agreement apply to each Project funded by FTA. Any requirements of the Stewardship Agreement with FHWA apply to each Project funded by FHWA. With the exception of the requirements of the Single Audit Act, in any circumstances where the provisions of Federal statutes or regulations differ from the provisions of this Agreement, the provision of the Federal statutes or regulations govern, including, for agreements with Indian tribes, the provisions of the Indian Self-Determination and Education Assistance Act (ISDEAA), as amended. This provision shall be incorporated in any subrecipient, subcontractor, or lower-tier agreement for which funds from this Agreement shall be used for payment.

In addition to other clauses required throughout this Agreement or by State law, the SUBRECIPIENT will include applicable contract provisions in every third-party contract / purchase order using federal funding summarized (but not limited to) the following, as revised from time to time:

- a. The requirements in 2 CFR 200.327,
- b. The requirements in 2 CFR 200 Appendix II,
- c. The requirements in 2 CFR 1201,
- d. Relevant clauses provided for FHWA funded procurements/contracts located at:
  - i. [www.fhwa.dot.gov/programadmin/contracts/core02.cfm](http://www.fhwa.dot.gov/programadmin/contracts/core02.cfm)
  - ii. [www.fhwa.dot.gov/construction/cqit/form1273.cfm](http://www.fhwa.dot.gov/construction/cqit/form1273.cfm)
  - iii. <http://www.fhwa.dot.gov/construction/contracts/provisions.cfm>
- e. FTA funded procurements/contracts: Circular 4220 Third Party Contracting Guidance or its Appendix D, as revised from time to time, available at: <https://www.transit.dot.gov/regulations-and-guidance/fta-circulars/third-party-contracting-guidance>.
  - i. Procurement Pro from National RTAP can be a good resource for the required federal language except that the State DBE and Title VI required language must also be included. Using Procurement Pro does not relieve the

subrecipient from the responsibility of ensuring that all the terms and conditions are complete and in compliance with Federal, State, and Local regulations.

- f. Any requirements established by a particular funding type, program, or in funding agency guidelines.
- g. Provisions for Prompt Payment deadlines. The funding in this Agreement includes reimbursement of expenditures necessary to accomplish the work program. Payment may not rely on receipt of funds from ADOT before paying vendors/contractors/consultants.
- h. The requirements in 23 CFR 420.121 (i) for FHWA planning and research funds.
- i. The requirements in 49 CFR 613 for FTA metropolitan and statewide non-metropolitan planning funds.

## **Section 31.0 MISCELLANEOUS PROVISIONS**

1. This Agreement is governed according to the laws of the State of Arizona. All cited statutes, public law, executive orders, and policies cited in this Agreement are incorporated by reference as a part of this Agreement. It is the MPOs responsibility to ensure that any Agreement between the MPO and its subrecipients or contractors for use of grant funds shall incorporate the provisions contained herein.
2. The MPO and ADOT shall comply with all applicable laws, ordinances, rules, regulations and executive orders of the federal, state and local government, which may affect the performance of this Agreement. Any provision required by law, ordinances, rules, regulations, or executive orders to be inserted in the Agreement shall be deemed inserted, whether or not such provisions appear in this Agreement. ADOT shall endeavor to ensure the MPO is notified and made aware of such applicable laws and procedures.
3. This Agreement may be canceled in accordance with A.R.S. 38-511 as regards to conflicts of interest.
4. In accordance with A.R.S. 28-334, incorporated herein by reference, is the written determination of each Party's legal counsel that the Parties are authorized under the laws of this state to enter into this Agreement and that the Agreement is in proper form.
5. Neither Party shall assign, transfer or delegate any rights, obligations or duties under this Agreement without the prior written consent of the other Party.
6. This Agreement is subject to Arizona public records laws, pursuant to which Confidential Information may be disclosed if required pursuant to law or a court order. Each Party shall keep confidential all information, in whatever form, produced, prepared, observed, or received by the Party to the extent that such information is confidential by law or court order.
7. To the extent applicable under A.R.S. 41-4401, each Party and its subcontractors warrants their compliance with all federal immigration laws and regulations that relate to their employees and their compliance with the E-verify requirements under A.R.S. 23-214(A). A breach of the above-mentioned warranty by any Party or its subcontractors shall be deemed a material breach of the Agreement and may result in the termination of the Agreement by the non-breaching Parties. Each Party retains the legal right to randomly inspect the papers and records of the other Parties' or its subcontractors' employees who work on the Agreement to ensure that the Parties or its subcontractors are complying with the above-mentioned warranty.
8. The MPO assures that it will comply with applicable provisions of the Americans with Disabilities Act (ADA), (Public Law No. 101-336, 42 U.S.C. 12101-12213) and all applicable federal regulations under the Act including 28 CFR parts 35-36, and applicable provisions of 49 CFR Parts 27, 37 and 38. The parties to this Agreement shall comply with Executive Order Number 2009-09 issued by the Governor of the State of Arizona and incorporated herein by reference regarding "Non-Discrimination".
9. **Israel Boycott Not Permitted:** The SUBRECIPIENT warrants that it is not engaged in a boycott of Israel as defined in A.R.S. 35-393 et seq.
10. **Forced Labor of Ethnic Uyghurs Ban:** Pursuant to Arizona Revised Statutes § 35-394, the MPO warrants and by signing this Agreement so certifies that it does not currently, and agrees for the duration of the contract that it will not use the forced labor of ethnic Uyghurs in the People's Republic of China, any goods or services produced by the forced labor of ethnic Uyghurs in the People's Republic of China, or any contractors, subcontractors or suppliers that use the forced labor or any goods or services produced by the forced labor of ethnic Uyghurs in the People's Republic of China. If the MPO becomes aware during the term of this Agreement that the MPO is not in compliance with this certification, the MPO shall notify ADOT within five business days after becoming aware of the noncompliance, and within 180 calendar days after notice, provide written certification that the

MPO has remedied the noncompliance. This item does not apply to not-for-profit organizations or organizations with fewer than ten (10) full-time employees.

11. The **DEFINITIONS** page(s) and the **RESPONSIBILITY MATRIX FOR TIMED EVENTS** page(s) are herein incorporated as a part of this Agreement.
12. The MPO agrees that if it receives Federal funding from the Federal Emergency Management Agency (FEMA) or through a pass-through entity through the Robert T. Stafford Disaster Relief and Emergency Assistance Act, or any other agency, or insurance proceeds for any portion of activity approved for funding under its Agreement, the MPO shall provide written notification to ADOT, and reimburse ADOT for any share that duplicates funding provided by any agency or insurance company. As the Recipient of any federal portion of funding under its Agreement, ADOT is responsible for refunding the awarding federal agency as applicable.
13. All notices or demands upon any party relating to this Agreement shall be in writing and delivered as instructed. If delivery method is not instructed herein, acceptable methods shall be: delivered in person, sent by electronic mail (e-mail) or through a signing service such as DocuSign, or sent by U.S. Mail addressed to the applicable Regional Planner as follows:

To ADOT at:	To the MPO at:
Arizona Department of Transportation Multimodal Planning Division Mail Drop 310B 1611 W. Jackson Phoenix, AZ 85007	PIMA ASSOCIATION OF GOVERNMENTS 1 E. Broadway Suite 401 Tucson, AZ 85701

**Section 32.0 AGREEMENT PERIOD, MODIFICATIONS, EXTENSION, AND AUTHORITY**

- 1) The Parties hereto represent and warrant that the person executing this Agreement on behalf of each Party has full power and authority to enter into this Agreement and the Parties are authorized by law to engage in the cooperative action set forth herein.
- 2) This Agreement shall become effective July 1, 2025 upon its execution by all Parties hereto and shall remain in force and effect through June 30, 2027 unless amended, terminated, canceled or extended as otherwise provided herein. By mutual written amendment, this Agreement may be extended for supplemental periods of up to a maximum of four years. The Department reserves the right to unilaterally extend the period for thirty-one (31) calendar days beyond the stated expiration date without obtaining acknowledgement or signature from the MPO and the MPO shall be bound by any such extensions.
- 3) This Agreement shall be modified or extended only through a written amendment within the scope of the Agreement. Additionally, the MPO’s authorized representative(s) are also required to sign such amendments as deemed necessary by both Parties.

IN WITNESS WHEREOF, the parties have executed this Agreement the day and year first above written.

**PIMA ASSOCIATION OF GOVERNMENTS**

**STATE OF ARIZONA  
Department of Transportation**

By

By

**Multimodal Planning Division**

Date

Date



Attorney Determination Page  
APPROVAL OF THE PIMA ASSOCIATION OF GOVERNMENTS

{This page must be signed by an attorney unless the agency is Private or Not-for-Profit, in which case this page may be signed by a legally authorized agency signatory.}

**Option for Private or Not-for-Profit Agencies Only:**

I herein state that the agency is a Private or Not-for-Profit Agency, and that as a legally-authorized signatory, by signing below, I Acknowledge and Waive attorney review of this Agreement. I further acknowledge that ADOT recommends an attorney review this Agreement even if not mandatory.

---

Signature of Legally Authorized Agency Signatory

Name of Signer: \_\_\_\_\_

Title of Signer: \_\_\_\_\_

Date Signed: \_\_\_\_\_

**Attorney Signature required for all other Agencies:**

I have reviewed the above referenced proposed intergovernmental agreement, BETWEEN the STATE OF ARIZONA, by and through its ARIZONA DEPARTMENT OF TRANSPORTATION, MULTIMODAL PLANNING DIVISION and the PIMA ASSOCIATION OF GOVERNMENTS, and declare this agreement to be in proper form and within the powers and authority granted to the PIMA ASSOCIATION OF GOVERNMENTS under the laws of the State of Arizona. No opinion is expressed as to the authority of the State to enter into this agreement.

---

Signature of Attorney for Pima Association of Governments

Name of Signer: \_\_\_\_\_

Title of Signer: \_\_\_\_\_

Date Signed: \_\_\_\_\_



## EXHIBIT A Billing Summary / Reimbursement Request

The format provided herein is in effect for the duration of this Agreement unless and until ADOT issues a thirty (30) day written notice of change. An amendment to this Agreement is not required for changes to this format.

All invoicing shall be submitted electronically in E-GRANTS whenever feasible. Invoicing using this form will only be accepted for reimbursement requests that cannot be processed through E-GRANTS. Please refer to Section 7.0 for more information.

Arizona Department of Transportation Multimodal Planning Division Billing Summary / Reimbursement Request															
Subrecipient or Vendor? <small>(Select from List)</small>		Subrecipient	ADOT PM Name		MPD Tracking Number <small>(Use Format: MPDxxxx-yy; RTAP use "MPDRTAP-yy") (yy = last 2 digits of the State Fiscal Year (July 1 - June 30))</small>										
Agency Name						Contract Number <small>(Only Use for Executed JPA, GRV, IGA, or ISA)</small>									
Agency PM Name / Email <small>(Notify if Unaccepted / Rejected / Paid)</small>						AFIS-GAE Number									
Invoice Number		Invoice Status <small>(Select from List)</small>		Invoice Date		Subrecipients Leave Blank									
Subrecipient Comment (Optional)		Billing Period		Federal Funding Agency <small>(Select from List)</small>				Funding Program <small>(Select from List)</small>							
Remit Payment to <small>(Select from List)</small>						Entry required in fields E2 and N6									
Entry required in field E8						Subrecipients Leave Blank									
SUMMARY OF WORK FOR WHICH PAYMENT IS REQUESTED															
Agency Identifier or Reference	GAE Line No	Program / Phase	Race Conscious DBE Goal %	Project Description	Original Federal Award	Approved Changes to Federal Award	Total Awarded Federal Budget	\$ (Net Amount) Invoiced Previously	Balance (Total Budget - Previously Invoiced)	Billing for This Invoice Prior to Reductions	Other Reductions in e.g. Fees, SECO sanctions, Drawdowns	Match % to Apply	Match \$ Applied to this Line	Net Amount Due for This Invoice	Balance After This Invoice
							\$ -		\$ -				\$ -	\$ -	\$ -
							\$ -		\$ -				\$ -	\$ -	\$ -
							\$ -		\$ -				\$ -	\$ -	\$ -
Click Button to Insert Line					<b>TOTALS</b>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -
This section is only applicable to the FINAL reimbursement request submission - Please leave blank.															
The fields completed on this page indicate this is the Final Invoice Reimbursement Request and that there was NO Race Conscious Goal on this Project.															
Please Leave Blank		Please Leave Blank				Please Leave Blank				Please Leave Blank					
Please Leave Blank		Please Leave Blank				Please Leave Blank				Please Leave Blank					
<small>Submitter Certification required pursuant to 2 CFR 200.415: By signing this report, I certify to the best of my knowledge and belief that the report is true, complete, and accurate, and the expenditures, disbursements and cash receipts are for the purposes and objectives set forth in the terms and conditions of the Federal award. I am aware that any false, fictitious, or fraudulent information, or the omission of any material fact, may subject me to criminal, civil or administrative penalties for fraud, false statements, false claims or otherwise. (U.S. Code Title 18, Section 1001 and Title 31, Sections 3729-3730 and 3801-3812).</small>															
<small>I Confirm No Race Conscious DBE Goal was Assessed for the Project(s) and No AZ DBE Firms Participated.</small>															
Submitter - Authorized Signatory		I certify that my typed signature is a legally-binding signature.				Date Signed		Optional - 2nd Authorized Signatory		I certify that my typed signature is a legally-binding signature.				Date Signed	
Please Leave Blank															
Please Leave Blank		Please Leave Blank				Please Leave Blank		Please Leave Blank		Please Leave Blank					
ADOT PROGRAM/PROJECT MANAGER REVIEW															
The ADOT Project Manager is required to review for each of these items. By approving this invoice, you certify these requirements are met.		Travel charges are in accordance with State/ADOT Policy				Status		Reason for Rejection				ADOT PM Signature Required			
		Progress toward Scope aligns with Awarded Requirements				Invoice Approved									
		Invoicing aligns with Progress and Awarded Budget / Pricing				Invoice Rejected									
		Support Documents align to Invoice and adequately supports costs													
		Confirmed: BECO required DBE Forms are attached.													
FMS PROCESSING															
Status		Warrant / Check / ACH Payment No and Date				Date		A/P or C/A Processed By		Color Key					
Not FTA Funded - Please leave section below blank															
Please Leave Blank		Please Leave Blank				Please Leave Blank		Please Leave Blank		Pink with Red Text = Entry/Correction Required					
White Label = Field Data Provided in ADOT Documentation															
White Field = Entry in Field Permitted															
Pale Orange = Form Calculated Field															
Teal = Vendor/Customer Generated															
Grey = Disregard Field															



**EXHIBIT B**

Lobbying Certification for Contracts, Grants, Loans, and Cooperative Agreements  
Pursuant to 49 CFR 20, Subpart F, Appendix A

The undersigned certifies, to the best of his or her knowledge and belief, that:

(1) No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of an agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

(2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

(3) The undersigned shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

\_\_\_\_\_  
SIGNATURE

\_\_\_\_\_  
DATE

\_\_\_\_\_  
TITLE

**Please indicate here if you are required to submit Standard Form LLL as required in item (2) above:**  Yes  No

**EXHIBIT C**  
**Standard Form LLL - Image for Reference Only**

Form found at <https://www.gsa.gov/forms-library/disclosure-lobbying-activities>

**APPENDIX B TO PART 20—DISCLOSURE FORM TO REPORT LOBBYING**  
**DISCLOSURE OF LOBBYING ACTIVITIES**  
Complete this form to disclose lobbying activities pursuant to 31 U.S.C. 1352 (See reverse for public burden disclosure.)

Approved by OMB  
0148-0046

<b>1. Type of Federal Action:</b> <input type="checkbox"/> a. contract <input type="checkbox"/> b. grant <input type="checkbox"/> c. cooperative agreement <input type="checkbox"/> d. loan <input type="checkbox"/> e. loan guarantee <input type="checkbox"/> f. loan insurance		<b>2. Status of Federal Action:</b> <input type="checkbox"/> a. bid/offer/application <input type="checkbox"/> b. initial award <input type="checkbox"/> c. post-award		<b>3. Report Type:</b> <input type="checkbox"/> a. initial filing <input type="checkbox"/> b. material change <b>For Material Change Only:</b> year _____ quarter _____ date of last report _____	
<b>4. Name and Address of Reporting Entity:</b> <input type="checkbox"/> Prime <input type="checkbox"/> Subawardee Title _____, if known:  Congressional District, if known: _____			<b>5. If Reporting Entity in No. 4 is Subawardee, Enter Name and Address of Prime:</b>  Congressional District, if known: _____		
<b>6. Federal Department/Agency:</b> _____			<b>7. Federal Program Name/Description:</b>  CFDA Number, if applicable: _____		
<b>8. Federal Action Number, if known:</b> _____			<b>9. Award Amount, if known:</b> \$ _____		
<b>10. a. Name and Address of Lobbying Entity (if individual, last name, first name, A/E):</b>  <small>Attach Continuation Sheet(s) SF-LLL-A, if necessary.</small>			<b>b. Individuals Performing Services (including address if different from No. 10a):</b> (last name, first name, title)  <small>Attach Continuation Sheet(s) SF-LLL-A, if necessary.</small>		
<b>11. Amount of Payment (check all that apply):</b> \$ _____ <input type="checkbox"/> actual <input type="checkbox"/> planned			<b>12. Type of Payment (check all that apply):</b> <input type="checkbox"/> a. retainer <input type="checkbox"/> b. one-time fee <input type="checkbox"/> c. commission <input type="checkbox"/> d. contingent fee <input type="checkbox"/> e. deferred <input type="checkbox"/> f. other; specify: _____		
<b>12. Form of Payment (check all that apply):</b> <input type="checkbox"/> a. cash <input type="checkbox"/> b. in-kind; specify: nature _____ value _____			<b>14. Brief Description of Services Performed or to be Performed and (Date(s) of Service, including officer(s), employee(s), or Member(s) contacted, for Payment indicated in Item 11):</b>  <small>Attach Continuation Sheet(s) SF-LLL-A, if necessary.</small>		
<b>15. Continuation Sheet(s) SF-LLL-A attached:</b> <input type="checkbox"/> Yes <input type="checkbox"/> No					
<b>16. Information requested through this form is authorized by title 31 U.S.C. section 1352. This disclosure of lobbying activities is a material representation of fact upon which reliance was placed by the Congress when this transaction was made or entered into. This disclosure is required pursuant to 31 U.S.C. 1352. This information will be reported to the Congress semi-annually and will be available for public inspection. Any person who fails to file the required disclosure shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.</b>			<b>Signature:</b> _____ <b>Print Name:</b> _____ <b>Title:</b> _____ <b>Telephone No.:</b> _____ <b>Date:</b> _____		
<small>Federal Use Only.</small>			<small>Authorized for Local Reproduction Standard Form - LLL-A</small>		

**DISCLOSURE OF LOBBYING ACTIVITIES**  
**CONTINUATION SHEET**

Approved by OMB  
0148-0046

Reporting Entity: \_\_\_\_\_ Page \_\_\_\_\_ of \_\_\_\_\_

Authorized for Local Reproduction  
Standard Form - LLL-A



**ARIZONA DEPARTMENT OF TRANSPORTATION  
POLICIES AND PROCEDURES**

**MGT-16.01 DEPARTMENT-WIDE NATIVE NATION/TRIBAL GOVERNMENT  
CONSULTATION POLICY**

Effective: March 25, 2021

Supersedes: MGT-16.01 (07/23/2019)

Responsible Office: Director's Office (602) 712-7227

Review: March 25, 2023

Transmittal: 2021 – March

Page 1 of 5

**1.01 PURPOSE**

This policy establishes guidance for the Arizona Department of Transportation's (ADOT) relationship with Native Nations/Tribal Governments in the State of Arizona.

**1.02 SCOPE**

This policy is intended to guide ADOT personnel when interacting with the Native Nations/Tribal Governments in Arizona. To support the implementation of this policy, an online training course titled, ADOT Tribal Transportation Consultation Training and accompanying Handbook is available from the ADOT Learning Center Online Training page.

**1.03 AUTHORITY**

A.R.S § 28-332(A) Department of transportation jurisdiction

A.R.S. § 41-2051(C) Responsibilities of state agencies (supersedes Executive Order 2006-14)

Presidential Executive Order 13175 Consultation and Coordination with Indian Tribal Governments

United States Department of Transportation (US DOT) Order 5301.1 Programs, Policies and Procedures Affecting American Indians, Alaska Natives, and Tribes

18 U.S.C. § 1151 Indian country defined

**1.04 BACKGROUND**

The Arizona Department of Transportation (ADOT) is a multimodal transportation agency that is responsible for planning, building and operating the state highway system and the Grand Canyon Airport. Within the State, multimodal transportation systems cross numerous jurisdictional boundaries. In particular, approximately 1,237 centerline miles of the state highway system traverse Native Nation/Tribal lands along with 12 airports maintained by the Native Nations/Tribal Governments. There are 22 Native Nations/Tribal Governments that have jurisdiction over approximately 28% of the land base within Arizona. Thus, the State is committed to work together with the Native Nations/Tribal Governments for the common

purpose of protecting the health, safety and welfare of the traveling public in Arizona through a continuously improving working relationship.

Furthermore, Executive Order 13175 dated November 6, 2000 (reaffirmed by President Barack Obama November 5, 2009 and by President Biden January 26, 2021), "Consultation and Coordination with Indian Tribal Governments", the United States Department of Transportation (US DOT) Order 5301.1 (November 16, 1999), "Department of Transportation Programs, Policies and Procedures Affecting American Indians, Alaska Natives and Tribes" and A.R.S. § 41-2051(C) "Responsibilities of state agencies", all set the basis for the state department of transportation to consult, cooperate and coordinate with Native Nations/Tribal Governments on actions that affect them. This is in addition to addressing environmental, cultural, historic, natural and human resource issues during the implementation of transportation programs and construction projects impacting Native Nations/Tribal reservations and aboriginal lands within the State boundaries. Consequently, the State is committed to consult, cooperate and coordinate with the Native Nations/Tribal Governments on the implementation of their respective multi-modal transportation mission and goals.

#### 1.05 DEFINITIONS

Airport Development Grant	A written agreement between parties allowing certain approved airport improvement costs to be reimbursed by ADOT at a given rate of participation.
Consultation	Meaningful and timely discussion in an understandable language with tribal governments during the development of regulations, policies, programs, plans or matters that significantly or uniquely affect federally recognized American Indian tribes and their governments.
Cooperation	Working together in carrying out decision making activities to achieve a common goal or objective.
Coordination	Cooperative actions among agencies and entities to integrate activities, responsibilities, and control to ensure resources of all parties are used as efficiently as possible.
Intergovernmental Agreement (IGA)	An agreement between political subdivisions including cities, counties, tribes or any other governmental agency or political subdivision. Includes interagency agreements, i.e., agreements between agencies or departments

MGT-16.01



of the State.

Joint Project Agreement (JPA)

An agreement between parties for the joint exercise of powers to accomplish a task. A Joint Project Agreement is a type of intergovernmental agreement (IGA).

Memorandum of Agreement (MOA)/  
Memorandum of Understanding (MOU)

A written agreement between parties to cooperatively work together on an agreed upon project or meet an agreed upon objective. The purpose is to have a written understanding of the agreement between parties.

Native Nations/Tribal Governments

The 22 Federally recognized Native Nations, Tribal Governments, and Tribal Communities that have jurisdiction over lands located within the boundaries of the State of Arizona. These tribes are acknowledged to exist by the Secretary of the Interior pursuant to the Federally Recognized Indian Tribe List Act of 1994, Public Law 103-454.

State Transportation Improvement Program (STIP)

A statewide prioritized listing/program of transportation projects covering a period of four years that is consistent with the state long-range transportation plan, metropolitan transportation plans, and Transportation Improvement Programs (TIPs), and required for a project to be eligible for funding under Title 23 United States Code and Title 49 United States Code, Chapter 53.

1.06 POLICY

ADOT recognizes the sovereign status of Native Nations/Tribal Governments and their jurisdiction over lands within reservation boundaries as defined by Federal law [18 U.S.C. §1151]. ADOT also recognizes its exclusive control and jurisdiction over state highways within reservation boundaries as defined in A.R.S. § 28-332(A). In recognition of Native Nations/Tribal sovereignty, ADOT respects the unique and continuous existence of each Native Nation's/Tribe's government, people, history, culture, codes and laws.

1. ADOT is committed to developing relationships with the Native Nations/Tribes in Arizona, and will respect and consider all transportation concerns. ADOT appreciates and encourages the Native Nations'/Tribal Governments' contribution to the transportation concerns of the State of Arizona.

MGT-16.01

2. ADOT will neither solicit nor assert any claim to Federal resources that would otherwise be provided directly to Native Nations/Tribes, unless an impacted Native Nation/Tribe gives consent.
3. ADOT will maintain and operate State owned transportation infrastructure within Native Nation/Tribal lands in the best interest of the State while respecting the concerns of the Native Nations/Tribal Governments and their communities.
4. ADOT management, including the director, deputy directors, district engineers, and other designated staff, will maintain the appropriate working relationships with Native Nation/Tribal Government elected officials and staff to assure the continuous operation of all respective transportation systems.
5. ADOT will consult with Native Nations/Tribal Governments during the transportation planning processes and implementation of the Statewide Transportation Improvement Program (STIP) in accordance with Federal Highway Administration, Federal Transit Administration, and Federal Aviation Administration policies and this policy.
6. ADOT will enter into Intergovernmental Agreements, Joint Project Agreements, Memoranda of Agreement, Memoranda of Understanding or Airport Development Grants when considered mutually appropriate by ADOT and the appropriate Native Nation/Tribal Government.
7. ADOT, while acknowledging funding and jurisdictional limitations, will work with Native Nations/Tribal Governments to identify available resources to jointly or individually fund projects to benefit the State and Native Nation/Tribal communities.
8. ADOT will conduct technical training, when appropriate and as resources allow, and support planning, development, construction, maintenance, and operation of transportation facilities under Native Nation/Tribal jurisdiction.
9. ADOT will engage in partnering efforts, when appropriate and as resources allow, by encouraging and improving understanding and communication with the Native Nations/Tribal Governments.
10. ADOT will encourage mutual understanding of unique cultural and organizational practices among ADOT and the Native Nations/Tribal Governments.
11. ADOT will provide timely opportunities for communication with Native Nations/Tribal Governments about decisions that may affect them. ADOT values reciprocity by Native Nations/Tribal Governments and encourages timely notification on matters that may affect the State.
12. ADOT will share appropriate technical information and data with Native Nations/Tribal Governments in accordance with established ADOT policy. ADOT values reciprocity and

MGT-16.01



encourages all Native Nations/Tribal Governments to share appropriate technical data with the State in accordance with established Native Nations/Tribal Government policy.

13. ADOT will assist Native Nations/Tribal Governments to implement transportation programs by providing technical assistance, reference tools, sharing data, conducting joint Native Nations/Tribal Government and State projects, and by cooperatively resolving transportation issues to the extent resources allow.



Office of the Arizona Attorney General

KRIS MAYES  
ATTORNEY GENERAL

STATE GOVERNMENT DIVISION /  
TRANSPORTATION SECTION

VANESSA HICKMAN  
DIVISION CHIEF COUNSEL  
SUSAN E. DAVIS  
ASSISTANT ATTORNEY GENERAL  
DIRECT LINE: 602-542-8855  
E-MAIL: SUSAN.DAVIS@AZAG.GOV

**GRANT AGREEMENT**  
**DETERMINATION**

A.G. Contract No. P0012025000118 (**MPD Agreement No.** \_\_\_\_\_), an Agreement between public agencies, the State of Arizona and has been reviewed pursuant to A.R.S. §§ \_\_\_\_\_ et seq., by the undersigned Assistant Attorney General who has determined that it is in the proper form and is within the powers and authority granted to the State of Arizona.

No opinion is expressed as to the authority of the remaining Parties, other than the State or its agencies, to enter into said Agreement.

DATED:

KRIS MAYES  
Attorney General

---

SUSAN E. DAVIS  
Assistant Attorney General  
Transportation Section

SED/sp/

PAG Draft FY 2026 and 2027 Overall Work Program (OWP)  
Comments Received April 2025

PAG Responses

**Pima County Comments**

**Pima County comment 1:**

The OWP includes significant amounts of regional federal funds, knowing how limited these regional funds are it is concerning that more interaction with committees did not occur.

Draft OWP, Page 6 – “PAG's work program is largely developed and implemented through a cooperative interagency process involving PAG, as well as the management, professional and technical staff from the Arizona Department of Transportation (ADOT), Federal Transit Administration (FTA) and Federal Highway Administration (FHWA).”

Comments, questions on this statement:

- No public review/feedback via PAG Committees meetings
- What is the public process of discussing and incorporating submitted comments into the final PAG Regional Council adopted OWP?
- Recommendation – Provide the PAG Draft OWP as an agenda item in multiple PAG committees (i.e. Transportation Planning Committee, Environmental Planning Advisory Committee, etc.) to ensure the “...work plan is largely developed and implemented through a cooperative interagency process...”. In the current process, it is lacking a public cooperative interagency process.

**PAG response 1:**

The OWP is a federal requirement for all Metropolitan Planning Organizations (MPOs) like PAG. Moreover, the OWP is the basis of a contract between PAG and ADOT and must include federally required activities for MPOs.

With a new federal administration taking office in late January, there has been a significant amount of new direction from the White House as well as USDOT that affects federal programs and funding. Thus, it is critical that PAG staff consult directly with our federal and state partners about changes, both current and proposed, that could affect the next two years of PAG's activities. For example, the 1994 Executive Order regarding Environmental Justice has been revoked, which affects PAG's transportation analysis activities.

Per ADOT's agreement with PAG, PAG is required to submit a draft of the OWP to ADOT for a review by ADOT, FHWA and FTA staff. That review ensures that PAG's OWP will comply with state and federal law as well as the latest federal directives. The state and federal review occurred in April and PAG staff shared the draft OWP with the Management Committee after the state and federal review.

Three weeks were provided for review of the draft OWP and, by the deadline, only two of the nine PAG member agencies submitted comments.

PAG's approach in this cycle is consistent with previous development cycles. On March 16, 2023, a memo from former Regional Council chairs Mayors Winfield, Murphy, and Honea was issued that reminds the Council that the OWP development process "is an administrative function performed by PAG staff with Regional Council approval. Advisory committees, or individual members, are not authorized to interfere with the administrative functions of PAG."

Additionally, comments from previous cycles questioned the effectiveness of presenting the text from the OWP without also providing budget, revenue, and expenditure tables. This feedback was factored into the timeline for soliciting feedback from PAG's member jurisdictions and the budget was included.

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**Pima County comment 2:**

New activities goals, strategies, deliverables are not differentiated and make it difficult to understand how work is different from the prior OWP. New procurements are identified but little information is available to describe the associated activities.

**PAG response 2:**

The detail level provided in the FY 2026 and FY 2027 Draft OWP is consistent with previous versions. Also, based on the federal and state agency review in April, it is our understanding that the content and level of detail satisfies the requirements listed in 23 CFR 450.308(c). For example, the regulations state that "The UPWP shall identify work proposed for the next 1- or 2-year period by major activity and task (including activities that address the planning factors in § 450.306(b)), in sufficient detail to indicate who (e.g., MPO, State, public transportation operator, local government, or consultant) will perform the work, the schedule for completing the work, the resulting products, the proposed funding by activity/task, and a summary of the total amounts and sources of Federal and matching funds."

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**Pima County comment 3:**

Most (if not all) activities are ongoing, long-standing activities. Many appear to have been reframed differently due to funding sources like the Carbon Reduction Program no longer being part of the budget. This position does not seem to reconcile with significant changes in budget allocations such as a \$6 million reduction in Project costs and other shifts outlined below.

**PAG response 3:**

We have been advised by FHWA that, due to the absence of federal mandates and supporting provisions in state law, Carbon Reduction Program (CRP) funding will most likely not be available in the FY 2026 budget. Additionally, a rescission of FY 2025 CRP funding is possible, as the FY 2025 federal budget remains unresolved by Congress. ADOT has acknowledged these challenges and has also recommended against anticipating CRP funds in FY 2026.

**Pima County comment 4:**  
PAG Draft OWP – Financials

Recommendation – In appendix C, include either another/other table(s) with previous OWP financials compared to the draft FY26/27 financials and include highlights of significant changes in funding (i.e. reduction, removal, additions, etc.) along with reason(s) for changes.

For comparison – please see Summary of Revenues, Expenditures and Changes in Fund Balance table in MAG UPWP Budget Summary on page 1-65 of the FY24-25 UPWP

<https://azmag.gov/LinkClick.aspx?fileticket=NMLauFpnFog%3d&tabid=384&portalid=0&mid=6227&refId=1339>

**Budget comparisons:**

	FY 2024 and FY 2025		FY 2026 and FY 2027		
Total Budget	\$28,737,143		\$27,282,509	5.06% decrease	- \$1,454,634
FY #1   FY 24	\$16,084,310	FY 26	\$14,582,343	9.34% decrease	- \$1,501,967
FY #2   FY 25	\$12,652,833	FY 27	\$12,700,166	0.37% increase	+ \$47,333
CRP Funding	\$6,359,321		\$0	100% decrease	- \$6,359,321
Regional STBG	\$10,270,000		\$14,406,161	40% increase	+ \$4,136,161

Total available revenue has gone from:

- FY22 & FY23 = \$25,788,472
- FY24 & FY25 = \$28,737,143
- FY26 & FY27 = \$27,282,509

Total available revenue increased by nearly \$4 million from \$12,151,833 in FY 23 to \$16,084,310 in FY 24. The available revenue reduced back to \$14,582,343 in FY 26 and \$12,700,166 in FY 27.

- Provide information on the shifts in funding. Do these changes indicate that not all the revenues were spent in a given year and are being carried over to future years?

**PAG response 4:**

ADOT approves the work program and funding over a two-year period and the amounts will vary between years since some activities are planned in year one versus year two and vice-versa. The aggregate two-year total is a more meaningful comparison.

In the draft FY 2026 and FY 2027 OWP, carryforward amounts are shown in Table 1 for both fiscal years. Carryforward that is not anticipated to be expended in year one is then listed in year two.

No carryforward is anticipated to be expended in year one and so that carryforward amount listed in Table 1 (\$2,900,000), plus \$86,161 (total = \$2,986,161) is then listed in Table 1 for FY 2027 for planned expenditure that year. The carryforward amount listed in Table 1 for FY 2027 is not new funding, but is any remaining carryforward from the previous fiscal year. Therefore, summing the total available revenue column for both years leads to a double counting of the carryforward.

A significant source of revenue reduction between the FY 2024 and FY 2025 OWP and the draft FY 2026 and FY 2027 OWP is attributable to the federal Carbon Reduction Program. Please see response 3 for more information.

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**Pima County comment 5:**

The previous budget included the region's entire allocation of Carbon Reduction Program (CRP) funds for PAG OWP activities at \$6,359,321 and composed 22% of the PAG FY 2024 and FY 2025 total budget of \$28,737,143. CRP allocation went from \$6,359,321 to \$0.

- Carbon Reduction Program (CRP) – appears to be missing in the draft OWP (Appendix C, Table 1, page 74). There are two years of funding remaining. Is the CRP funding incorporated in the draft OWP? If so, where and how much?

**PAG response 5:**

Please see response 3. Based on that, CRP funding was not incorporated into the draft OWP.

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**Pima County comment 6:**

Is the CRP funding included in the estimated carryforward of \$2,986,161 referenced in the Table 3 note in Appendix C?

**PAG Response 6:**

No. The estimated carryforward is STBG and is expected to fund PAG's OWP activities in both FY 2026 and FY 2027. The full amount of STBG, including carryforward, has been budgeted for FY 2027. If all planned expenditures reach their funding limits at the end of FY 2027, it is expected that all STBG funds identified in Table 1 for FY 2027 will be exhausted.

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**Pima County comment 7:**

STBG allocation went from \$10,270,000 to \$14,406,161. An increase of \$4,136,161 or 40%.

- Provide an explanation on the increase on STBG.
- Is the increase in STBG related to the elimination of CRP revenues?

**PAG response 7:**

The programmed amount of new STBG funding, not including carryforward, for the OWP has been similar for many years.

Over the past several years, PAG has typically programmed \$4,185,000 of STBG in non-orthophoto years and \$4,685,000 of STBG for orthophoto collection for a two-year total of \$8,870,000. For example, nine years ago, table 1 of the FY 2017 OWP from 2016 lists \$3,200,000 of STBG and \$985,000 of STBG zero match for a total of \$4,185,000. While there has been some variation in STBG programming since then, the aim continues to be to program STBG for OWP activities at the same amounts listed above. Despite this, unusually high levels of inflation in recent years have increased costs for consultants, equipment, software, data, employee-related expenses, and more.

The FY 2026 and FY 2027 OWP programs the same two-year total of \$8,870,000, less \$350,000. To make up this difference, \$350,000 of State Planning and Research (SPR) funding from available obligation authority is added to the FY 2026 STBG amount of \$4,873,978 and the FY 2027 STBG amount of \$3,646,022 ( $\$350,000 + \$4,873,978 + \$3,646,022 = \$8,870,000$ ).

Consistent with previous cycles, a combination of the lower population bands of STBG and other fund types are used to support PAG's administrative functions, projects and programs. Each cycle, many considerations are evaluated when selecting the most appropriate ratio of funds to support the operations of the MPO. Please also see PAG response 8.

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**Pima County comment 8:**

It appears that \$2,900,000 of regional STBG funding is proposed to be carried forward to FY 26 within the PAG OWP. This is nearly 30% of the STBG budget (\$10,270,000) in the current OWP (FY24 & FY25).

- If PAG is not using nearly \$3M of regional STBG, it should make this funding available for RTA projects or other regional projects.

**PAG response 8:**

One hundred percent of STBG in the greater than 200,000 population area (>200k) is made available for programming on regional transportation projects. These >200k STBG funds are not used for PAG's OWP. Currently, those >200k STBG funds are directed to RTA roadway element projects as programmed in PAG's Transportation Improvement Program.

Last year, PAG awarded STBG from lower population areas (less than 5,000 in population and between 5,000 and 49,000 in population) to fund bicycle and pedestrian projects consistent with RTA category #41. The non-federal match for these projects is being provided by the RTA and these projects help meet the goals of the RTA for bicycle and pedestrian improvements.

It's important to note that the amount of federal STBG available to the PAG region is determined annually by ADOT and is subject to change. Based on direction from FHWA, ADOT may adjust the amount of STBG based on obligation limitation rate modifications, adjustments to federal apportionments, Census urban area population shifts, or other factors.

This is to ensure that fiscal constraint is maintained by not programming more STBG than is available while also avoiding the loss of funding to the region.

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**Pima County comment 9:**

FY 26 STBG \$4,787,817 is approximately 22% of the region's STBG allocation estimated at \$21,374,195.

FY 27 STBG \$6,632,183 is approximately 31% of the region's STBG allocation estimated at \$21,374,195.

**PAG response 9:**

Please see PAG response 7.

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**Pima County comment 10:**

The Total All Revenues FY 2025-2026 (Table 1) and Grand Total (Table 6) do not match. There is a difference of \$495,333. Even when adding Total All Revenues FY 25-26 + Obligated Carryforward, these do not match.

- Why do these not match?

**PAG response 10:**

Given the reference to \$495,333, we assume that the reference to the "Grand Total" in the comment is related to Table 3, not Table 6 since Table 6 does not include the overall funding total.

The budget is prepared based on Total Available Funding rather than current year funding (e.g. "FY 25-26 Funding" column), whereas this question seems to be comparing current year revenues only to the budget tables. The reason there is no variance in FY 2027 is because we budgeted to the entire Total Available funding, inclusive of carryforward.

The total carryforward from FY 2025 to FY 2026 is \$3,481,494. \$495,333 is budgeted for FY 2026 and the remainder is part of the carryforward to FY 2027.

FY 25-26 Funding + Carryforward portion = Table 3 Grand Total  
\$11,100,849 + \$495,333 = \$11,596,182

**Breakdown of Carryforward:**

\$16,450	FHWA - HSIP RSA
\$150,000	HURF 12.6 – TABY
\$415,044	RTA - Annual Distribution
+ \$(86,161)	STBG
\$495,333	Difference between Table 1 'FY25-26 Funding' Total and Table 3 Grand Total

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**Pima County comment 11:**

PAG's budget appears to have significant carryforward revenues from year to year and from one two-year OWP period to the next. Carryforward amounts make up as much as 41% of the total budget in any given year with an average carryforward amount over \$3 million. This means that PAG is carrying forward nearly 25% of its total available revenues in any given year and implies underutilization of budget.

- Provide an explanation for the high carryforward amounts.

**PAG response 11:**

The budget development cycle anticipates certain activities to be completed during the budget years. To achieve the program's outcomes, PAG staff request funding to meet the anticipated needs based on the anticipated maximum necessary. Thus, the OWP establishes an expenditure limit, above actual expenditures to allow flexibility from year to year. It should be noted that at the end of FY 2027, no carryforward is anticipated.

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**Pima County comment 12:**

Local Revenues have increased by \$630,346 or 25% with RTA contribution increasing by \$826,180 or 33%.

- Provide an explanation for the sharp increase in local revenues.

**PAG response 12:**

In each OWP development cycle, there will be variations in how staff anticipate allocating their time over the next two fiscal years. Based on the increased need for staff support over the past several months related to RTA activities, it is anticipated that staff will continue to spend more time on RTA support activities in the next two years than was anticipated when developing the FY 2024 and FY 2025 OWP.

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**Pima County comment 13:**

Overall Project costs in the OWP (Appendix D, Table 4) have decreased from \$8,923,542 in the previous FY 24 & FY 25 OWP to \$2,738,655 in FY 26 & FY 27 OWP, decreasing \$6,184,887 or 70% altogether. This represents nearly 25% of the OWP budget.

- Please explain why nearly one-quarter of PAG's budget is shifting out of Project costs to other areas.

**PAG response 13:**

The reduction in project costs noted in Table 4 is primarily attributed to the reduction/loss of CRP revenue.

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**Pima County comment 14:**

STBG for Regional Modeling has increased by \$789,856 or 106%.

- FY 2024-2025 = \$747,675
- FY 2025-2026 = \$1,537,531
- Please explain the increase of \$789,856

**PAG response 14:**

The shift to STBG funding is directly tied to the anticipated loss of CRP revenue. In FY 2024 and FY 2025, several CRP-funded regional modeling activities were PAG staff supported. As modeling staff shift their efforts away from these CRP-funded activities in FY 2026 and FY 2027, more regional modeling activities will align with STBG-funded efforts, including the next Transportation Improvement Program.

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**Pima County comment 15:**

Revenues for Pavement Management activities are quite variable in the two-year OWP. The annual budget of \$450,000 of STBG previously approved through the TIP for Pavement Management appears to have been reallocated within the OWP. Meanwhile, the Transportation Activities STBG budget increased by \$469,879. Stakeholders and Regional Council have been informed by PAG that data collection will take place every three years with the first year's expenditure being at/under \$300,000.

- Where have the remaining funds for this program (\$438,076) been allocated within the FY26 & FY7 OWP?
- Why did the reallocation of STBG previously programmed for Pavement Management not follow TIP Policies and Procedures requiring the funding to return to the regional STBG funding pot for reprogramming recommendations by TIP Subcommittee, TPC, Management Committee and Regional Council?

**PAG response 15:**

The funding for regional pavement management activities was previously programmed in both the TIP and the OWP. Due to comments during the last TIP development cycle about confusion resulting in the dual listing of items in both federally required documents, the PAG Management Committee approved a motion supporting ADOT's recommendation to remove OWP items from the TIP. Thus, the pavement management program is no longer programmed in the TIP.

The member agency that was previously administering the pavement data collection program did not wish to renew the agreement. Thus, PAG worked to contract with another vendor to provide this service as part of the work program activities. The pavement management program is one of numerous activities in the OWP, many of which are directly related to federal requirements for MPOs, including the Transportation Improvement Program, RMAP, travel demand modeling, GIS, public involvement, air quality conformity, and others. Based on the available federal funding, PAG develops the work program budget to support these activities and comply with these requirements. Thus, any cost savings from a program are applied to needs in other federally required areas.

PAG is not increasing the amount of regional STBG for OWP purposes. As mentioned above (PAG response 7), the two-year total of STBG programmed in the OWP for PAG activities is \$8,520,000, less carryforward. This is \$350,000 less than previous years. To address this difference, \$350,000 of State Planning and Research (SPR) funding from PAG obligation authority has been added to maintain the same two-year total as previous years (\$8,870,000).

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**Pima County comment 16:**

Table 4 FY 2025-26 Total Expenditures by Program Area and Category

- Why has Property Plant and Equipment (PPE) budget more than doubled? From FY 2024-25 = \$256,295 to FY 2025-26 = \$581,076, an increase of \$324,781 or 127%

**PAG response 16:**

The anticipated increase in PPE costs are due primarily to support anticipated software upgrades for the activity-based travel demand model (ABM) as well as a budget allowance for an update to the audio/visual equipment in PAG's main conference room.

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**Pima County comment 17:**

Table 6 FY 2025-26 Capital Equipment, Consultants and Pass-Through Expenditures of \$5,000+

- Contract services for Transportation Activities appear undefined. What is FY26 \$200,000 and FY27 \$185,000 to be used for?

**PAG response 17:**

Budgeted amounts for contracted services in both years are an allowance for unforeseen contracted services that may be required to deliver the OWP program. This line item has been included in OWP Table 6 for several OWP cycles. For example, it's included in the FY 2018 OWP.

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**Pima County comment 18:**

There is no Regional Public Involvement (\$641k in FY23-24) – Recommend adding language to the OWP describing removal of funding for regional public involvement.

**PAG response 18:**

Funding was included in the FY 2024 and FY 2025 OWP for consultants to support public involvement for the RMAP and the RTA Next plan development processes. For the next two fiscal years, we now have additional outreach and engagement staff to support public involvement activities.

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**Pima County comment 19:**

Vanpool subsidies removed from Transportation - CRP Program to Commuter Services and changed from: \$150,000 to \$60,000. Reduced by \$90,000

- Recommend adding language to the OWP describing reduction in vanpool subsidies. Was \$150,000 in vanpool subsidies spent in FY 2024-25? Is there a report available on this program?
- What committee(s) oversees the vanpool program and subsidies?

**PAG response 19:**

The budgeted vanpool subsidy amounts for the FY 2026 and FY 2027 OWP were reduced to align more closely with the amounts expended. The total amount of vanpool subsidies in FY 2024 was \$67,944 and the total through March 31, 2025 was \$44,391. The Travel Reduction Program (TRP) Task Force meets twice a year and receives information about TRP activities and efforts. The vanpool program is an element embedded in the ADEQ agreement that is updated annually. Information about the vanpool program is available on the PAG website at: <https://pagregion.com/mobility/commuter-services-and-mode-choices/transportation-mode-choices/vanpool/>

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**Pima County comment 20:**

FTA 5305 Planning Grant – Vail/Sahuarita Transportation Planning Study \$250,000 According to the request to provide a support letter for this application, the study was intended to focus on unincorporated Green Valley and Sahuarita area.

- Has this changed?
- What committee(s) oversees the grant and this study?

**PAG response 20:**

Section 5305 FTA funds are typically small, competitive planning grants. Consistent with the recommendations of the adopted PAG Long Range Regional Transit Plan, grant applications are submitted based on identified needs. The Vail/Sahuarita area currently has very limited to no transit service, and demand continues to rise due to significant population growth.

Similar to the microtransit study in the current OWP, it is anticipated that staff will report to the PAG Transportation Planning Committee.

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**Pima County comment 21:**

Regional Economic Vitality – UA regional assessment partnership \$100,000 Previously titled "UA regional assessment - MAP Dashboard."

- Why has the title changed?
- Has the scope of work and PAG contribution to UA changed?
- Is the \$100,000 contribution now going to other activities at UA?

**PAG response 21:**

This item in Table 6 is still intended to support the MAP Dashboard partnership, a contribution and funding level that has been included in the OWP for several cycles. The title in Table 6 was inadvertently truncated and so we will add "MAP Dashboard" back to this line item.

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**Pima County comment 22:**

Table 6 Capital Equipment, Consultants and Pass-Through Expenditures of \$5,000+

- Previous OWP FY 2024 & FY 2025 identified \$9,442,132 of expenditures. Provide details on the actual expenditures for these items over the past two FYs.
- Current OWP FY 2026 & FY 027 identifies \$4,540,675 of expenditures. A reduction of \$4,901,457 or 52% decrease. This is a significant reduction in expenditures.
- How does this category of reduction fit into a total budget that is only seeing a reduction of \$1,454,634 less total budget?

**PAG response 22:**

Expenditures in the FY 2024 and FY 2025 OWP were higher since Carbon Reduction Program funds were available and supported a number of activities listed in Table 6, including the Regional Active Transportation Plan, orthophoto data feature extraction, household travel survey and assessment, and others. Please also see PAG response 14.

It's important to emphasize that each OWP is unique and different and the focus of this effort is to plan for the next two years.

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## City of Tucson Comments

### City of Tucson comment 1:

FY25-26: Table one shows \$7,725,427 for federal funding in FY 25-26. Are there any of these programs or funding levels at risk given the changes being considered by the administration? Given this level of funding, what is the required local match?

### PAG response 1:

The availability and eligibility of federal funds vary from year to year and can change significantly between administrations, particularly for competitive grants. Depending on the federal funding source, the required non-federal match can vary between 5.7% (e.g., STBG) and 20% (e.g. SPR). The local match required for FY 2026 funding (i.e., "FY 25-26 Funding" column in Table 1) is \$607,661.

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### City of Tucson comment 2:

FY25-26: Table 2 shows local share revenue in the amount of \$676,500. When and how was this amount determined? How does this compare to required local match for federal funding being drawn by PAG?

### PAG response 2:

The local share amounts in table 2 have remained constant for many years and were established in 2006. Except for the City of Tucson and Pima County, the local share contributions were based on population. By mutual agreement, the City of Tucson and Pima County agreed to provide equal amounts. Please also see PAG response 1.

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### City of Tucson comment 3:

FY25-26: Table 6 has limited detail in the description of the expenditures funded, and it is unclear how these are distributed into Table 4. Please provide more detail on the expenditure funded and provide definitions for the column categories in Table 4 (employee related, project, office, PPE, miscellaneous and in-kind). This will aid our review as you work to finalize the OWP.

### PAG response 3:

The level of detail provided in the draft FY 2026 and FY 2027 OWP, including table 6, is similar to previous OWPs. These previous OWPs have been reviewed and approved by our state and federal funding partners to ensure compliance with the requirements of MPO work programs described in the federal regulations. For table 4, the following expense categories comprise the major cost categories:

- Employee related
  - Training
  - Local & non-local travel
  - Memberships & subscriptions

- Parking
    - Tuition reimbursement
  - Project
    - Consultants
    - Legal/Audit
    - Public Notice/Outreach
    - Printing & Postage
    - Food
  - Office
    - Rent
    - Telephone
    - Insurance
    - Office Supplies
    - Outside Service
    - Office equipment repair & maintenance
  - PPE
    - Computer Equipment & Software
    - Furniture & Fixtures
    - Depreciation
    - Vehicle Expense
  - Miscellaneous
    - Bank Fees
    - Misc
- 

**City of Tucson comment 4:**

FY 26-27: Table 1 shows an FY26-27 obligated carry forward of \$1,768,637 for the RTA annual distribution. This exceeds the combined RTA annual distribution and obligated carry forward from FY25-26. What is the source of this Obligated Carryforward?

**PAG response 4:**

The source of Obligated Carryforward is the fund balance.

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**City of Tucson comment 5:**

Table 3 shows \$608,236 in RTA Program funds in Work Element 47. Why is this amount not shown as RTA Program funding in Table 1?

**PAG response 5:**

The RTA-funded portions of work elements 46 and 47 in Table 1 are currently aggregated in Table 1 under the RTA annual distribution amount. However, we will disaggregate to list said amount under the RTA Programs line of Table 1.

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**City of Tucson comment 6:**

It would be useful to see the cycle of planned studies described in the text. Specifically, the frequency of planned Lidar imagery collection, studies that must be updated, and Pavement Management Program updates should be identified in the text and/or Table 6.

**PAG response 6:**

The OWP only covers a two-year period and each OWP may change based on the availability of funds. However, here is the cycle that has been used historically:

- The frequency of study updates depends on a combination of factors including the timing of when the last update occurred, funding availability by source and amount, and need. In general, PAG aims to update the modal plans at least every ten years.
  - Orthophoto collection typically occurs on a three-year cycle and LiDAR is collected every three to five years.
  - Regional pavement condition data collection is anticipated to occur on a three-year update cycle.
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**City of Tucson comment 7:**

Tables 3, 4 and 6 show Pavement Management as Work Element 92, Pavement Management. Is this a pass-through partnership or would it be better described as a Transportation Activity under Work Element 40? Appendix B lists the recently completed Pavement Management effort under Work Element 40. Appendix A lists Pavement Management under transportation activities and the work program has no description for Work Element 92. We request that these inconsistencies be addressed.

**PAG response 7:**

The coding of the pavement management program under work element 92 is a legacy in our accounting system from when it was a pass-through program. We will revise the budget tables to move these activities under work element 40, consistent with where it is described in the OWP text.

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**City of Tucson comment 8:**

How much funding is currently under FTA 5305? How was the Vail/Sahuarita Transportation Planning study selected?

**PAG response 8:**

FTA section 5305(e) funds are typically small, competitive planning grants made available to Metropolitan Planning Organizations and Councils of Governments on an annual basis through ADOT. Amounts available will vary. ADOT reserved \$1,475,315 during the last grant cycle for the entire state.



Consistent with the recommendations of the adopted PAG Long Range Regional Transit Plan, grant applications are submitted based on identified needs. The Vail/Sahuarita area currently has very limited to no transit service, and demand continues to rise due to significant population growth.

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**City of Tucson comment 9:**

We do not see any Carbon Reduction Funds in the OWP. Why were they eliminated?

**PAG response 9:**

We have been advised by FHWA that, due to the absence of federal mandates and supporting provisions in state law, CRP funding will most likely not be available in the FY 2026 budget. Additionally, a rescission of FY 2025 CRP funding is possible, as the FY 2025 federal budget remains unresolved by Congress. ADOT has acknowledged these challenges and has also recommended against anticipating CRP funds in FY 2026.

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**Communication #3852**

**SUBJECT: Federal Transportation Reauthorization Bill Update and Regional Perspectives**

Meeting	Meeting Date	Agenda Category	Agenda Item #
Regional Council	June 5, 2025	Information	7

**REQUESTED ACTION/SUGGESTED MOTION**

This is an information item.

**ASSOCIATED OWP WORK ELEMENT/GOAL**

40 – Transportation Activities, AP 40.9: Track, monitor, assess and report on financial resources, policies and proposals related to transportation and the capacity of the region to deliver both long-range and short-range transportation plans and programs.

**SUMMARY**

Surface transportation reauthorization is the term commonly given to the process for creating new legislation to support the federal surface transportation program. Surface transportation reauthorization bills usually cover five to six years. The current authorization included in the Infrastructure Investment and Jobs Act (IIJA) was signed into law on Nov. 15, 2021, and expires on Sept. 30, 2026.

Due to the consequential impacts of this legislation on regional funding and federal programs, PAG staff will continue to closely monitor activities related to surface transportation reauthorization. Below is an update on recent activities.

*Highway Trust Fund*

The [House Committee on Transportation & Infrastructure](#) (T&I) has conducted several subcommittee meetings, starting on Jan. 15, 2025, under the heading of “America Builds,” with the most recent meeting on May 6, 2025, focusing on Federal Rail Assistance. In a meeting from a week prior, on April 29, 2025, the Highway and Transit Subcommittee addressed potential funding solutions to address the looming insolvency of the Highway Trust Fund, which without interventions, would be exhausted by 2028.

For historical context, the IIJA prompted a total transfer of \$118B (\$90B to highway and \$28B to Mass Transit) from the General Fund to the Highway Trust Fund in October 2021 ([P.L. 117-58 SEC. 80103](#)). The lifetime transfer, since 2008, from General Fund and other sources is \$275 billion ([CBO HTF Status Report, Oct 2023, P. 2](#)). The breakdown by origin sources and transportation bill is outlined in Table 2 of the [HTF report from Congress](#).

As a budget reconciliation proposal, T&I Chairman Graves called for more revenues to be drawn from EV and Hybrid vehicle owners, stating,

“...our highway funding system is founded upon the principle that roadway users must pay for their use of the system. Failing to restructure our surface transportation funding sources will have severe consequences for our nation’s transportation system and the American people. That is why tomorrow, as part of reconciliation, the Committee will take the first step towards HTF solvency and stability. We will vote on a proposal to leverage existing state vehicle registration systems and assess a new fee of \$200 on electric vehicles (EVs), \$100 on hybrid vehicles, and a \$20 fee on most other passenger vehicles. If successful, these new user fees would represent the first new funding streams into the Highway Trust Fund in more than 30 years.”

The following day, on April 30, 2025, the House Committee on Transportation and Infrastructure voted to recommend an amended version of the proposal, where the tiered registration fee for vehicles wound up at \$250 for EVs, \$100 for hybrid vehicles, and no fee for other vehicles (e.g., internal combustion engine vehicles). These fees would increase on an annual basis to account for inflation.

The House Ways & Means Committee will most certainly weigh this proposal against other taxation strategies in an attempt to alleviate the critical strain on this funding mechanism.

#### *Transportation & Infrastructure Member Day*

On May 14, 2025, the T&I Committee invited representatives to speak on issues concerning their constituents. Twenty-eight representatives spoke in session. A portal was set up to capture additional comments from legislators, running from May 12 through May 30, 2025. Comments presented during the session vary widely.

#### *General Progress*

There is no formal or standard process for reauthorizing the surface transportation law, but there has been a high level of bipartisan support to complete the reauthorization process in a thorough-yet-efficient manner. However, according to [Transportation for America](#), (Reauthorization 101 - Understanding the process, pg. 10) “Recent

transportation reauthorizations have never passed on time and have always required numerous short-term extensions. Similar extensions are likely to happen again when the IIJA expires in 2026.”

**PRIOR BOARD AND/OR COMMITTEE ACTION**

None.

**FINANCIAL CONSIDERATIONS**

None.

**TECHNICAL, POLICY, LEGAL OR OTHER CONSIDERATIONS**

None.

**ATTACHED ADDITIONAL BACKUP INFORMATION**

None.

<b>Staff Contact/Phone</b>	<p>Farhad Moghimi, (520) 792-1093, ext. 4420</p> <p>Dave Atler, (520) 495-1443</p> <p>Jamie Brown, (520) 495-1473</p> <p>Adam Ledford, (520) 495-1434</p>
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**Communication #3853**

**SUBJECT: Regional Transportation Revenues Update**

Meeting	Meeting Date	Agenda Category	Agenda Item #
Regional Council	June 5, 2025	Information	8

**REQUESTED ACTION/SUGGESTED MOTION**

This is an information item.

**ASSOCIATED OWP WORK ELEMENT/GOAL**

Work Element 40: Transportation Activities

**SUMMARY**

Staff will be available to report on the information in the attached report on regional transportation revenue sources.

**PRIOR BOARD AND/OR COMMITTEE ACTION**

This is a regularly occurring agenda item.

**FINANCIAL CONSIDERATIONS**

None.

**TECHNICAL, POLICY, LEGAL OR OTHER CONSIDERATIONS**

- PAG tracks the state gas tax revenue portion of Local HURF (sometimes called Direct HURF) and the Vehicle License Tax (VLT). This is used to report to our member jurisdictions, on a regionwide level, to compare with actual distributions.
- In addition to HURF allocations, the region receives federal funding through the Surface Transportation Block Grant Program (STBG). These funds are apportioned on an annual basis, and the amount is set by federal law in the most recent transportation authorization bill. The amount available is subject to change based on factors such as rebalancing due to updated U.S. Census numbers and boundaries as well as adjustments to the federal obligation limitation rate.

- PAG works cooperatively with ADOT to program 13% of ADOT discretionary funds on projects in the greater Tucson planning area. These include the National Highway Performance Program (NHPP) and National Highway Freight Program (NHFP/NFP) funds, along with required non-federal state match.

**ATTACHED ADDITIONAL BACKUP INFORMATION**

Regional Transportation Revenues Report

<b>Staff Contact/Phone</b>	<p>Farhad Moghimi, (520) 792-1093, ext. 4420</p> <p>Dave Adler, (520) 495-1443</p> <p>Jamie Brown, (520) 495-1473</p> <p>James Towe, (520) 495-1471</p> <p>Adam Ledford, (520) 495-1434</p> <p>Pari Magphanthong, (520) 495-1474</p>
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## Regional Council

June 5, 2025

### Regional Transportation Revenues Report

*Please note that, due to technical issues with a new accounting system at ADOT, there was significant variation for HURF 12.6% and HURF 2.6% in each month from November 2023 through April 2024. As a result, some YTD comparisons to the prior year will appear distorted in Tables 3, 4, 5 and 8.*

This report displays regional funding for roadway projects programmed by Pima Association of Governments including Surface Transportation Block Grant (SBTG) Program funding, Highway User Revenue Funding (HURF) 12.6% and 2.6%, and Regional Transportation Authority (RTA) Excise Tax Revenues. Furthermore, HURF provided directly to local jurisdictions is also shown as a courtesy but is not programmed by PAG.

### Summary

**Table 1:**  
**FY 2025 YTD Actuals through March 2025 and Annual STBG Apportionments<sup>1</sup>**

Regional HURF 12.6% Actual Revenue YTD	Regional HURF 2.6% Actual Revenue YTD	RTA Actual Revenue YTD	Annual STBG Apportionments <sup>2</sup>
\$24,339,370	\$5,443,862	\$93,843,631	\$21,061,321

**Table 2: FY 2025 Projected Revenues and Annual STBG Apportionments**

Regional HURF 12.6% Projected Revenue	Regional HURF 2.6% Projected Revenue	RTA Projected Revenue	Annual STBG Apportionments
\$28,419,000	\$5,864,001	\$126,767,000	\$21,061,321

Source: FY 2025 – FY 2029 PAG TIP

<sup>1</sup> See tables below in this report for detailed view

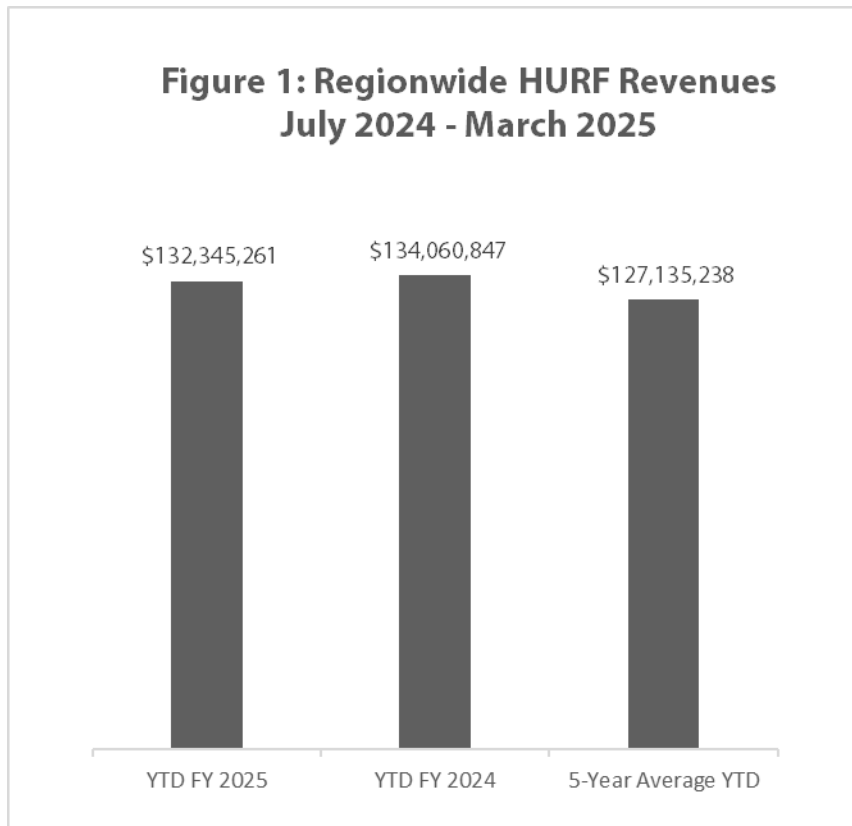
<sup>2</sup>Apportionments are not tracked as monthly actuals. Therefore, this table represents a full year total. Please see Appendix 2 of the adopted FY 2025–FY 2029 TIP for more information.

## Highway User Revenue Funds (HURF)

**Table 3: Comprehensive HURF Distributions in the PAG Planning Area  
July 2024 – March 2025 – County, City, Town, 12.6, 2.6 and County VLT**

	<b>YTD FY 2025</b>	<b>Compared to YTD FY 2024</b>	<b>Compared to 5-year Average</b>
Regional Total	\$132,345,261	-1.28%	4.10%

Source: ADOT HURF Monthly Distribution Report and ADOT Monthly Receipts and Expenditures Report, and ADOT VLT County HURF Breakdown



Source: ADOT HURF Monthly Distribution Report and ADOT Monthly Receipts and Expenditures Report



**Table 4: HURF 12.6% Report**

<b>Month</b>	<b>FY 25 Actual</b>	<b>FY 25 Projected<sup>3</sup></b>	<b>FY 25 Actual vs FY 25 Projected</b>	<b>FY 24 Actuals</b>	<b>FY 25 vs FY 24 Actuals</b>
July	\$2,861,798	\$2,357,849	21.37%	\$2,728,060	4.90%
August	\$2,572,128	\$2,265,945	13.51%	\$2,454,871	4.78%
September	\$2,596,530	\$2,296,816	13.05%	\$2,405,185	7.96%
October	\$2,678,309	\$2,348,499	14.04%	\$2,559,374	4.65%
November	\$2,691,077	\$2,325,594	15.72%	\$284,557	845.71%
December	\$2,666,083	\$2,180,471	22.27%	\$282,633	843.30%
January	\$2,879,065	\$2,531,614	13.72%	\$4,617,375	-37.65%
February	\$2,794,572	\$2,367,230	18.05%	\$279,833	898.66%
March	\$2,599,810	\$2,203,543	17.98%	\$5,093,450	-48.96%
April		\$2,438,465		\$4,977,976	
May		\$2,726,835		\$2,810,295	
June		\$2,376,140		\$3,025,486	
<b>SUBTOTAL (YTD)</b>	<b>\$24,339,370</b>	<b>\$20,877,561</b>	<b>16.58%</b>	<b>\$20,705,337</b>	<b>17.55%</b>
<b>TOTAL</b>		<b>\$28,419,000</b>		<b>\$31,519,095</b>	

Source: ADOT Monthly Receipts and Expenditures Report (actuals) and ADOT Arizona Highway Users Revenue Fund Forecasting Process & Results FYs 2024-2033 – MAG and PAG HURF Distribution received November 2023.

<sup>3</sup> Projected values – Monthly projections calculated by PAG staff using a 3-year average of each month as a percentage of the total revenues from the same period, applied to the forecasted FY 2025 revenue total we receive from ADOT. For FY 2025, the 3-year average is based on FY 2021–FY 2023 revenues, excluding FY 2024 due to the reporting variations mentioned at the beginning of this report. Exact values from official ADOT reports are rounded to the nearest dollar.

**Table 5: HURF 2.6% Report<sup>4</sup>**

Month	FY 25 Actual	FY 25 Projected <sup>5</sup>	FY 25 Actual vs FY 25 Projected	FY 24 Actuals	FY 25 vs FY 24 Actuals
July	\$590,530	\$486,521	21.38%	\$562,933	4.90%
August	\$585,069	\$467,557	25.13%	\$557,359	4.97%
September	\$593,438	\$473,927	25.22%	\$544,445	9.00%
October	\$607,597	\$484,591	25.38%	\$574,841	5.70%
November	\$609,213	\$479,865	26.95%	\$108,633	460.80%
December	\$600,552	\$449,920	33.48%	\$107,466	458.83%
January	\$645,282	\$522,375	23.53%	\$1,004,559	-35.76%
February	\$626,850	\$488,456	28.33%	\$109,649	471.69%
March	\$585,331	\$454,681	28.73%	\$1,100,098	-46.79%
April		\$503,155		\$1,080,696	
May		\$562,657		\$632,381	
June		\$490,295		\$732,249	
<b>SUBTOTAL (YTD)</b>	<b>\$5,443,862</b>	<b>\$4,307,893</b>	<b>26.37%</b>	<b>\$4,669,984</b>	<b>16.57%</b>
<b>TOTAL</b>		<b>\$5,864,000</b>		<b>\$7,115,310</b>	

Source: ADOT Monthly Receipts and Expenditures Report (actuals) and ADOT Arizona Highway Users Revenue Fund Forecasting Process & Results FYs 2024-2033 – MAG and PAG HURF Distribution received November 2023.

<sup>4</sup> HURF 2.6% is limited to projects on the state system (TIP Policies and Procedures PO10.0)

<sup>5</sup> Projected values – Monthly projections calculated by PAG staff using a 3-year average of each month as a percentage of the total revenues from the same period, applied to the forecasted FY 2025 revenue total we receive from ADOT. For FY 2025, the 3-year average is based on FY 2021–FY 2023 revenues, excluding FY 2024 due to the reporting variations mentioned at the beginning of this report. Exact values from official ADOT reports are rounded to the nearest dollar.

**Table 6: HURF 12.6% Balances<sup>6</sup>**

<b>PAG HURF 12.6% Balance</b>	
March 2024	\$87,974,187
April 2024	\$92,952,163
May 2024	\$95,562,459
June 2024	\$98,437,944
July 2024	\$100,497,639
August 2024	\$101,194,623
September 2024	\$103,791,153
October 2024	\$106,469,462
November 2024	\$109,160,538
December 2024	\$111,399,200
January 2025	\$114,278,265
February 2025	\$117,072,837
March 2025	\$119,672,646
<b>Year-over-year</b>	<b>36.03%</b>

Source: ADOT Monthly Receipts and Expenditures Report

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<sup>6</sup> For up-to-date information regarding projects to which this HURF balance is programmed, please refer to the latest project list available on the TIP page of the PAG website [here](#). Exact values from official ADOT reports are rounded to the nearest dollar.

**Table 7: FY 2025 City and Town HURF Distributions**

<b>Month</b>	<b>Marana</b>	<b>Oro Valley</b>	<b>Sahuarita</b>	<b>South Tucson</b>	<b>Tucson<sup>7</sup></b>	<b>City/Town Total</b>
<b>July</b>	\$364,615	\$330,699	\$239,802	\$32,497	\$4,689,630	\$5,657,243
<b>August</b>	\$362,404	\$328,688	\$238,345	\$32,298	\$4,648,876	\$5,610,611
<b>September</b>	\$375,228	\$340,301	\$246,772	\$33,438	\$4,815,838	\$5,811,577
<b>October</b>	\$376,174	\$341,181	\$247,403	\$33,526	\$4,830,582	\$5,828,866
<b>November</b>	\$376,792	\$341,737	\$247,808	\$33,580	\$4,833,237	\$5,833,154
<b>December</b>	\$412,191	\$373,845	\$271,090	\$36,734	\$5,276,921	\$6,370,781
<b>January</b>	\$395,808	\$358,987	\$260,315	\$35,275	\$5,075,754	\$6,126,140
<b>February</b>	\$366,552	\$332,453	\$241,074	\$32,668	\$4,704,105	\$5,676,853
<b>March</b>	\$410,604	\$372,406	\$270,046	\$36,593	\$5,256,397	\$6,346,046
<b>April</b>						
<b>May</b>						
<b>June</b>						
<b>TOTAL</b>	\$3,440,370	\$3,120,298	\$2,262,655	\$306,609	\$44,131,339	\$53,261,271
<b>Actual YTD (25/24)</b>	1.16%	1.16%	1.16%	1.16%	1.37%	1.33%
<b>Actual YTD (25/5-yr avg)</b>	9.61%	8.02%	11.64%	-6.29%	6.61%	7.00%

Source: ADOT HURF Monthly Distribution Report and ADOT Monthly Receipts and Expenditures Report

<sup>7</sup> HURF distributions for the City of Tucson were updated to include ADOT’s special allocation to cities with population over 300,000.

**Table 8: FY 2025 PAG and Pima County HURF and VLT**

<b>Month</b>	<b>12.6% Funds</b>	<b>2.6% Funds</b>	<b>PC HURF</b>	<b>PC VLT</b>	<b>Regional Totals<sup>8</sup></b>
<b>July</b>	\$2,861,798	\$590,530	\$4,525,154	\$1,800,100	\$14,556,856
<b>August</b>	\$2,572,128	\$585,069	\$4,456,331	\$1,609,312	\$13,973,061
<b>September</b>	\$2,596,530	\$593,438	\$4,643,469	\$1,589,990	\$14,341,417
<b>October</b>	\$2,678,309	\$607,597	\$4,665,583	\$1,770,934	\$14,653,190
<b>November</b>	\$2,691,077	\$609,213	\$4,640,375	\$1,442,908	\$14,322,378
<b>December</b>	\$2,666,083	\$600,552	\$5,089,272	\$1,535,170	\$15,293,930
<b>January</b>	\$2,879,065	\$645,282	\$4,898,636	\$1,857,726	\$15,468,825
<b>February</b>	\$2,794,572	\$626,850	\$4,520,366	\$1,542,664	\$14,289,085
<b>March</b>	\$2,599,810	\$585,331	\$5,076,219	\$1,803,103	\$15,446,520
<b>April</b>					
<b>May</b>					
<b>June</b>					
<b>TOTAL</b>	\$24,339,370	\$5,443,862	\$42,515,404	\$14,951,906	\$132,345,261
<b>Actual YTD (25/24)</b>	17.55%	16.57%	1.05%	6.40%	-1.28%
<b>Actual YTD (25/5yr avg)</b>	23.22%	27.71%	6.41%	11.68%	4.10%

Source: ADOT HURF Monthly Distribution Report, ADOT Monthly Receipts and Expenditures Report, and ADOT VLT County HURF Breakdown

<sup>8</sup> Regional totals show the City and Town total from Table 7 plus HURF 12.6%, 2.6%, Pima County HURF and Pima County VLT

**Table 9: Historical HURF and VLT to PAG Member Jurisdictions**

<b>FY</b>	<b>Marana</b>	<b>Oro Valley</b>	<b>Sahuarita</b>	<b>South Tucson</b>	<b>Tucson</b>	<b>Pima County HURF</b>	<b>Pima County VLT</b>
2019	\$3,607,631	\$3,563,828	\$2,358,072	\$452,043	\$52,174,997	\$49,718,364	\$15,794,698
2020	\$3,825,665	\$3,694,044	\$2,533,133	\$636,247	\$51,193,213	\$48,759,035	\$15,924,260
2021	\$3,956,482	\$3,714,572	\$2,536,068	\$461,760	\$53,882,908	\$52,117,771	\$18,516,781
2022	\$4,271,391	\$3,979,751	\$2,739,084	\$483,467	\$57,442,486	\$55,522,085	\$18,196,496
2023	\$4,718,392	\$4,129,268	\$3,042,600	\$397,208	\$57,509,226	\$55,834,011	\$18,867,362
2024	\$4,654,046	\$4,221,036	\$3,060,851	\$414,762	\$58,496,040	\$57,608,072	\$19,462,476
<b>Total</b>	<b>\$20,379,561</b>	<b>\$19,081,463</b>	<b>\$13,208,957</b>	<b>\$2,430,725</b>	<b>\$272,202,830</b>	<b>\$261,951,266</b>	<b>\$87,299,596</b>

Source: ADOT HURF Monthly Distribution Report and ADOT VLT County HURF Breakdown

**Table 10: YTD Comparison of Gasoline Sales: July – March (All Years)**

<b>Pima County Sales</b>	<b>Gallons YTD<sup>9</sup></b>	<b>Percent of Statewide</b>
<b>FY 2025</b>	290,083,785	12.75%
<b>FY 2024</b>	291,542,964	12.93%
<b>FY 2023</b>	292,661,515	13.18%
<b>FY 2022</b>	297,197,526	13.20%
<b>FY 2021</b>	264,949,324	13.00%
<b>5-Year Average</b>	287,287,023	13.01%

Source: ADOT HURF Monthly Distribution Report

<sup>9</sup> Figures shown represent the same year-to-date period for each of the previous four fiscal years.

**Table 11: RTA Revenue Budget and Actuals<sup>10</sup>**

<b>RTA Revenues</b>					
<b>Month</b>	<b>FY 25 Actual</b>	<b>FY 25 Adopted</b>	<b>FY 25 Actual vs FY 25 Adopted</b>	<b>FY 24 Actual</b>	<b>FY 25 vs FY 24 Actual</b>
<b>July</b>	\$10,052,110	\$10,274,103	-2.16%	\$10,017,256	0.35%
<b>August</b>	\$10,194,257	\$10,554,977	-3.42%	\$10,291,109	-0.94%
<b>September</b>	\$10,160,647	\$10,448,416	-2.75%	\$10,187,212	-0.26%
<b>October</b>	\$10,265,121	\$10,444,883	-1.72%	\$10,183,766	0.80%
<b>November</b>	\$10,186,788	\$10,327,411	-1.36%	\$10,069,231	1.17%
<b>December</b>	\$10,843,289	\$9,785,622	10.81%	\$9,540,987	13.65%
<b>January</b>	\$11,873,677	\$11,959,696	-0.72%	\$11,660,710	1.83%
<b>February</b>	\$10,222,597	\$10,224,512	-0.02%	\$9,968,904	2.54%
<b>March</b>	\$10,045,144	\$10,154,154	-1.07%	\$9,900,306	1.46%
<b>April</b>		\$11,175,132		\$10,895,760	
<b>May</b>		\$10,763,678		\$10,494,592	
<b>June</b>		\$10,654,416		\$10,388,062	
<b>Subtotal (YTD)</b>	\$93,843,631	\$94,173,774	-0.35%	\$91,819,481	2.20%
<b>Total</b>		\$126,767,000		\$123,597,894	

Source: Arizona Department of Revenue

<sup>10</sup> Monthly values for FY 2024 Actual and FY 2025 Actual have been updated to align with the ADOR reporting conventions. Actual values shown in August reflect taxes collected on taxable goods in July. They arrive in RTA accounts by September. Exact values from official ADOR reports are rounded to the nearest dollar.

**Communication #3854**

**SUBJECT: 2055 Regional Mobility and Accessibility Plan (RMAP) Development Update**

Meeting	Meeting Date	Agenda Category	Agenda Item #
Regional Council	June 5, 2025	Information	9

**REQUESTED ACTION/SUGGESTED MOTION**

This is an information item.

**ASSOCIATED OWP WORK ELEMENT/GOAL**

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

**SUMMARY**

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

In 2023, the Transportation Planning Committee formed the RMAP Working Group to work through the technical aspects of the plan development. The working group met nine times with the most recent meeting held on April 29, 2025. Plan development updates were given monthly at the TPC meetings. Staff additionally conducted multiple one-on-one meetings with jurisdictional representatives to work through the specifics of the projects list and demographic data.

The TPC took action to approve the draft 2055 RMAP project list as well as the financial assumptions used to determine fiscal constraint. Fiscal constraint was agreed upon at \$16.2 billion for the 30-year horizon of the plan. The TPC additionally took action to approve the performance targets used for the performance report. The targets will remain the same as they had been set in previous long-range plans.

PAG staff has recently concluded the land use modeling, travel demand model, air quality model and performance report. The plan is on track for a July approval by the



PAG Regional Council. An interagency consultation memorandum on air quality conformity has been sent to partnering organizations.

**PRIOR BOARD AND/OR COMMITTEE ACTION**

This is a regularly occurring agenda item.

**FINANCIAL CONSIDERATIONS**

None.

**TECHNICAL, POLICY, LEGAL OR OTHER CONSIDERATIONS**

None.

**ATTACHED ADDITIONAL BACKUP INFORMATION**

Draft In-Plan project list as approved by the Transportation Planning Committee Aug. 21, 2024

<b>Staff Contact/Phone</b>	<p>Farhad Moghimi, (520) 792-1093, ext. 4420</p> <p>Dave Atler, (520) 792-1093, ext. 4443</p> <p>Jeanette DeRenne, (520) 792-1093, ext. 4477</p> <p>Hannah, Oden, (520) 792-1093, ext. 4418</p>
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RMAP In-Plan Project List						
RMAP ID	Name, Location & Description	Sponsor	Proposed Status	Cost Estimate(thousands)	Juris. Priority	Time Frame
82.14	I-10 Park Ave TI I-10 / Park Ave Park Avenue TI ramp reconstruction	ADOT	In Plan	\$56,296.00	High	Early
44.18	I-10 Widening and Reconstruct Sunset Rd TI Ina Rd to Ruthrauff Rd Widen I-10 to 8 lanes (four in each direction) and reconstruct Sunset Rd TI	ADOT	In Plan	\$20,000.00	High	Early
54.18	I-10, Alvernon Way to Valencia Alvernon Way to Valencia, MP 264.66 - 266.82 Widening I-10 to 6 lanes	ADOT	In Plan	\$290,190.00	High	Early
53.18	I-10: 6th Ave TI I-10 / 6th Ave Widen crossroad and bridge over I-10	ADOT	In Plan	\$25,000.00	High	Early
187.23	I-10: Country Club Rd and Kino Pkwy TI's I-10 MP 262.25 to 264.66 Construct new TI's, remove Palo Verde Traffic Interchange and widen I-10 to six lanes	ADOT	In Plan	\$600,000.00	High	Early
428.03	I-10: I-19 to Kino Pkwy I-10 MP 260.79 - 262.25 Widen to 8-lanes	ADOT	In Plan	\$147,148.00	Medium	Middle
612.03	I-10: Valencia Rd TI I-10 / Valencia Rd, MP 266.82 - 267.69 Construct Traffic Interchange	ADOT	In Plan	\$136,642.00	Low	Late
32.02	I-19: Phase 2 I-19 / Irvington Rd TI, MP 60.95 Reconstruct Traffic Interchange	ADOT	In Plan	\$94,788.00	High	Early
4.98	I-19: Phase 3 Valencia Rd to I-10 MP 58.82-62.72 Widen to 6-lanes (three in each direction)	ADOT	In Plan	\$223,720.00	High	Middle
49.18	I-19: Phase 4 San Xavier Rd to Valencia Rd, MP 56.3-58.82 Widen I-19 to six lanes (three in each direction)	ADOT	In Plan	\$170,334.00	Medium	Middle
13.02	I-19: Phase 5 Drexel Rd TI, MP 59.9 Construct Drexel Rd TI	ADOT	In Plan	\$115,854.00	Medium	Middle
149.08	SR 210: Right-of-Way Acquisition I-10 to Palo Verde Rd Advanced right-of-way funding for future connection with I-10	ADOT	In Plan	\$19,600.00	Medium	Middle
23.03	SR 210: Stage 1 & 2 Palo Verde to Ajo Way, MP 4.56-6.16 SR210 and Golf Links interchange and other ramp connections	ADOT	In Plan	\$414,807.00	Medium	Middle
189.08	SR 210: Stage 3 Ajo Way to I-10, MP 6.16 - 7.31 Construct new corridor	ADOT	In Plan	\$251,401.00	Medium	Middle
5.14	SR 410: Sonoran Corridor I-19 to I-10 in the vicinity of Rita Rd New roadway connection	ADOT	In Plan	\$600,000.00	Medium	Middle
36.18	SR 86: Project #1 SR 86 / La Cholla BI Intersection Intersection Improvement	ADOT	In Plan	\$8,592.00	Medium	Middle
37.18	SR 86: Project #2 SR86, La Cholla BI to Holiday Isle Boulevard Widen SR86 with intersection modifications	ADOT	In Plan	\$26,397.00	Medium	Middle
40.18	SR 86: Project #3 700 feet east of Kinney Rd to Camino de Oeste Rd Widen SR86 to six lanes (3 in each direction)	ADOT	In Plan	\$6,268.00	Medium	Middle
42.18	SR 86: Project #4 Camino de Oeste to La Cholla BI Widen SR86 to six lanes (3 in each direction)	ADOT	In Plan	\$19,280.00	Medium	Middle
367.98	Technology Transfer Program (LTAP) Regionwide Ongoing training for regional jurisdictions	ADOT	In Plan	\$1,250.00	None	All
571.08	Adonis Rd #2 Tangerine Rd to San Lucas Construct 4-lane roadway	Marana	In Plan	\$71,460.00	High	Early
196.23	Ina Rd #3 I-10 to Camino de la Tierra Widen to 6-lane roadway	Marana	In Plan	\$61,479.00	High	Middle
417.03	Main St Extension (Marana) Grier Rd to Tangerine Farms Rd Construct 2-lane roadway	Marana	In Plan	\$1,722.00	High	Early
197.23	Marana Rd - I-10 TI Marana Rd - I-10 intersection A grade separated traffic interchange over the railroad tracks at Marana Rd and I-10	Marana	In Plan	\$90,000.00	Medium	Middle
23.14	MOE and Complete Streets Marana Rd Measures of effectiveness and complete streets initiatives	Marana	In Plan	\$3,500.00	High	All
199.23	Tangerine Farms Rd Extension I-10 TI to Clark Farms Rd Construct 4-lane roadway, multi-purpose lanes & sidewalks	Marana	In Plan	\$22,900.00	High	Early
204.00	Tangerine Rd I-10 to Dove Mountain BI Widen to 4-lane divided roadway, bike lanes & drainage	Marana	In Plan	\$108,695.00	High	Early
202.23	Twin Peaks - Rattlesnake Pass Expansion Twin Peaks rd, Saguaro Bloom subdivision to Twin peaks rd. Widen the 2 lane rd to a 4 lane rd, project to include, wildlife crossings and a multi-use path.	Marana	In Plan	\$45,000.00	High	Early
37.00	I-10 West: #H - Moore Rd TI I-10 / Moore Rd Construct Traffic Interchange	Marana	In Plan	\$150,000.00	High	Middle
63.18	All-weather Access Improvements Regionwide Provide all-weather access throughout the region	Multiple	In Plan	\$75,000.00	Medium	Early

541.08	Alternative Energy and Fuel Vehicle Infrastructure Regionwide Improve alternative energy and fuel infrastructure	Multiple	In Plan		\$60,000.00	None	All
365.98	Arterial Street Lighting Arterial streets regionwide Construct roadway lighting	Multiple	In Plan		\$20,000.00	None	All
193.08	Bicycle Boulevards Regionwide Install bicycle boulevards	Multiple	In Plan		\$30,000.00	None	All
556.08	Bicycle Facilities Connectivity Regionwide fill gaps in the bike lane system, including protected bike lanes	Multiple	In Plan		\$400,000.00	None	All
196.08	Bicycle Parking and other amenities Regionwide (in appropriate locations) Install racks, corrals, etc.	Multiple	In Plan		\$4,000.00	None	All
237.08	Bond Debt Service Regionwide Repayment of regional bond debts	Multiple	In Plan		\$120,000.00	None	All
202.98	Bridge Improvements Regionwide Construction of replacement bridges, maintenance, deck repair, barrier walls	Multiple	In Plan		\$250,000.00	None	All
110.03	Bus Pullouts Fixed-route system Construct transit pullouts at select bus stops	Multiple	In Plan		\$25,000.00	None	All
355.03	Commuter programs for alternative transportation: Regionwide programs aimed at changing the behavior of drive-alone commuters	Multiple	In Plan		\$5,000.00	None	All
165.03	Enhanced Pedestrian & Bike Crossings Regionwide Construct signalized pedestrian/bike crossings (HAWKS, etc.)	Multiple	In Plan		\$35,000.00	None	All
217.23	Federal Transit Grants Regionwide 5339 Programs	Multiple	In Plan		\$50,221.00	None	All
558.08	Federal Transit Grants Regionwide 5310 and 5311 Programs	Multiple	In Plan		\$47,040.00	None	All
532.08	High Capacity Transit Enhancements Regionwide Enhance transit infrastructure with high-capacity elements	Multiple	In Plan		\$10,000.00	None	All
74.18	I-10 Cortaro Rd Traffic Interchange I-10 / Cortaro Rd Reconstruct Traffic Interchange with grade separation at railroad tracks	Multiple	In Plan		\$250,000.00	High	Middle
30.08	Intersection Improvements Regionwide Improve intersections throughout the region	Multiple	In Plan		\$50,000.00	None	All
20.18	Multi-Modal Mobility and Safety Enhancements Regionwide Mobility and safety improvements including complete streets elements and pavement	Multiple	In Plan		\$325,000.00	High	Early
223.08	Neighborhood Circulator Bus System Regionwide Neighborhood circulator bus system	Multiple	In Plan		\$116,950.00	None	All
222.08	Park & Ride Lots Regionwide New Park-n-Ride Lots throughout region	Multiple	In Plan		\$21,673.00	None	N/A
433.98	Pedestrian Facilities and Sidewalk Gaps Regionwide Improvements include sidewalks, maintenance, ADA ramps, lighting, landscaping, etc.	Multiple	In Plan		\$400,000.00	None	All
24.18	Regional Freight Improvements Regional Spot freight improvements consistent with the 2018 Regional Freight Plan	Multiple	In Plan		\$10,000.00	High	Early
392.98	Regional Transit Maintenance Facility and Equipment Upgrades Regionwide Miscellaneous facility improvements over 30 years	Multiple	In Plan		\$36,000.00	None	All
616.03	Right-of-Way (RW) Preservation Regionwide Purchase RW to preserve from development	Multiple	In Plan		\$50,000.00	None	All
220.23	Roadway Rehabilitation Regionwide Reconstruction and pavement repair	Multiple	In Plan		\$430,000.00	None	All
83.14	Safe Routes to School Regionwide Regionwide Bike, Pedestrian, and Safety Infrastructure Improvements	Multiple	In Plan		\$24,000.00	None	All
194.08	Shared Use Paths and Bicycle and Pedestrian Bridges Regionwide Create more shared-use paths including bicycle and pedestrian bridges	Multiple	In Plan		\$86,000.00	None	All
257.98	Silverbell Rd Gore Rd to Ina Rd Widen to 4-lane divided roadway, bike lanes & drainage	Multiple	In Plan		\$193,000.00	None	Early
233.00	Special Needs Transit Services Regionwide Provide transit services beyond mandated ADA service area	Multiple	In Plan		\$165,000.00	None	All
715.03	Sunset Rd I-10 to River Rd New 3-lane roadway, bridge over Santa Cruz & bike lanes	Multiple	In Plan		\$5,000.00	None	Early
35.18	TAA Business & Industrial Park Roadway Tucson International Airport New 2-lane connector roadway between Aerospace Pkwy and Old Vail Rd	Multiple	In Plan		\$6,825.00	High	Early
200.23	Tangerine Rd - I10 TI Tangerine Rd and I10 intersection A grade separated traffic interchange over the railroad tracks located at Tangerine Rd and I10 .	Multiple	In Plan		\$157,716.00	High	Middle

90.00	Transit - Minor Enhancements Regionwide 1% FTA requirement for Transit Enhancement program	Multiple	In Plan		\$2,650.00	None	All
109.03	Transit Amenities at bus stop locations Fixed-route transit system Electronic signs, route maps, shelters, etc.	Multiple	In Plan		\$100,000.00	None	All
218.23	Transit Infrastructure Regionwide Bus turnarounds, pedestrian connections, signalization etc.	Multiple	In Plan		\$15,000.00	High	All
659.03	Transportation Studies Regionwide Studies to improve transportation network	Multiple	In Plan		\$30,000.00	None	All
234.08	Transportation Technology Regionwide Traffic signal systems, fiber-optic comm., traffic data collection stations, sensor tech., ITS	Multiple	In Plan		\$85,000.00	None	All
177.23	First Ave Bridge (Over CDO Wash) First Avenue Reconstruct Bridge Deck	Oro Valley	In Plan		\$2,112.00	High	Early
176.23	La Cañada Bridge (Over CDO Wash) La Cañada Drive Reconstruct Bridge Deck	Oro Valley	In Plan		\$7,658.00	High	Early
173.23	Lambert Ln Thornydale to Rancho Sonora Dr Widen to 4-lane roadway, bike lanes, multi-use paths & drainage	Oro Valley	In Plan		\$51,202.00	High	Early
180.23	Moore Rd La Cholla Bl to La Cañada Dr Redesign and reconstruct roadway	Oro Valley	In Plan		\$12,563.00	High	Early
182.23	Naranja Drive II From Shannon Road to Ironwood Ridge High School Widen to 3-lane roadway with drainage	Oro Valley	In Plan		\$4,412.00	High	Early
178.23	RV Blvd Bridge over Big Wash Rancho Vistoso Blvd Reconstruct Bridge Deck	Oro Valley	In Plan		\$4,048.00	High	Early
179.23	Shannon Rd Club Drive to Tangerine Rd Construct new 3-lane roadway	Oro Valley	In Plan		\$52,704.00	High	Early
299.03	Air Quality Model and Inventory Upgrades Regionwide Develop new air quality model with emissions inventory	PAG	In Plan		\$6,500.00	None	All
137.98	Air Quality Planning Regionwide Regional Air Quality Planning, inventory and monitor pollutants	PAG	In Plan		\$10,000.00	None	All
65.00	Alternative Modes Program Regionwide Education and outreach to promote alternative modes	PAG	In Plan		\$3,000.00	None	All
202.08	PAG Bicycle & Pedestrian Programs Regionwide Coordinate Ped / Bike activities	PAG	In Plan		\$4,000.00	None	All
384.98	Regional Aerial Mapping and Data Acquisition Regionwide Orthophotos, mapping, and data collection	PAG	In Plan		\$15,000.00	None	All
370.98	Regional Traveler Information System Regionwide Programs to obtain and disseminate traveler information	PAG	In Plan		\$5,000.00	None	All
349.03	Safety Programming and Funding Process Regionwide Safety program	PAG	In Plan		\$15,500.00	None	All
216.23	Sun Shuttle Vehicle Replacements and Support Vehicles Regionwide Replace existing Sun Shuttle vehicles and support vehicles	PAG	In Plan		\$20,810.00	None	All
72.00	Transportation Art by Youth Regionwide A program that employs youth to create art for transportation facilities	PAG	In Plan		\$6,000.00	None	All
139.98	Transportation Planning Program Regionwide Regional transportation planning, includes RMAP and TIP planning	PAG	In Plan		\$60,000.00	None	All
136.98	Travel Demand Management Regionwide Includes rideshare, TRP, vanpool & congestion management	PAG	In Plan		\$20,000.00	None	All
161.00	Ignacio M Baumea Rd Los Reales Rd to Calle Torim Improve 2-lane roadway, add sidewalks, lighting, etc.	Pascua Yaqui	In Plan		\$4,800.00	High	Early
317.03	South Camino de Oeste Calle Torim to Valencia Road Widen to a 3-lane roadway with bicycle, pedestrian and drainage improvements	Pascua Yaqui	In Plan		\$23,578.00	High	Middle
40.02	1st Ave Orange Grove Rd to Ina Rd Modernize existing roadway	Pima County	In Plan		\$10,069.00	Medium	Middle
429.03	Aerospace Pkwy Expansion Raytheon Parkway to Alvernon Way Widen to 4-lane roadway	Pima County	In Plan		\$57,600.00	High	Early
96.23	Campbell Avenue, South Whitehouse Canyon Road to S. Campbell Ave Construct new 2 lane road with bike, ped, drainage	Pima County	In Plan		\$8,000.00	High	Early
99.23	Cardinal Avenue Los Reales Road to Irvington Road Modernization and capacity	Pima County	In Plan		\$38,400.00	Medium	Middle

93.23	Colossal Cave Road Corridor I-10 to Camino Loma Alta Widen roadway, new bridges over RR tracks and Pantano Wash	Pima County	In Plan	\$160,400.00	Medium	Middle
704.03	Continental Rd Abrego Dr to Old Nogales Hwy Widen to 4-lane roadway, bike/ped, drainage, art	Pima County	In Plan	\$22,900.00	Medium	Middle
221.23	Country Club Road I-10 to Valencia Road ROW Purchase	Pima County	In Plan	\$5,400.00	High	Early
95.23	Drexel Road Cardinal Avenue to Mission Road Roadway Expansion and Modernization	Pima County	In Plan	\$14,300.00	Medium	Middle
100.23	Ina Road Camino de la Tierra to Paseo del Norte Roadway Expansion and Modernization	Pima County	In Plan	\$100,100.00	Medium	Middle
102.23	Intersection Improvements Countywide Improve non-corridor intersections, signalized and non-signalized	Pima County	In Plan	\$50,000.00	Medium	All
207.23	Irvington Road Ajo Highway to Mission Road Modernization and Capacity and New Roadway	Pima County	In Plan	\$86,176.00	Medium	Middle
86.14	Linda Vista Bl Marana town limits to Thornydale Rd Widen to 4-lane roadway	Pima County	In Plan	\$48,600.00	Medium	Early
102.00	Mary Ann Cleveland Way Red Iron Tr to Colossal Cave Road Widen to 4-lane roadway	Pima County	In Plan	\$22,500.00	Medium	Middle
324.03	No Drive Days Program Regionwide PDEQ Program to promote alternative modes of transportation	Pima County	In Plan	\$6,500.00	High	All
514.08	Nogales Hwy #1 Lumber St. to Aerospace Parkway Widen to 4-lane roadway	Pima County	In Plan	\$71,700.00	High	Late
427.03	Nogales Hwy #3 Pima Mine Rd to Lumber St. Widen to 4-lane roadway, bike/ped, drainage, art	Pima County	In Plan	\$53,900.00	High	Late
100.00	Old Spanish Trail Valencia Rd to Camino Loma Alta Widen to 4-lane roadway	Pima County	In Plan	\$64,900.00	Low	Late
1.03	Orange Grove Rd #4 Oracle Rd to Skyline Dr Widen to 4-lane roadway	Pima County	In Plan	\$48,000.00	Medium	Early
208.23	Orange Grove Road #1 Corona Road to Oracle Road Roadway Expansion and Modernization	Pima County	In Plan	\$51,800.00	Medium	Middle
64.18	Palo Verde Rd Irvington Rd to Ajo Way Modernization including bike/ped, transit and public art	Pima County	In Plan	\$19,000.00	High	Early
29.18	Southeast Logistics Center Access Roads Vicinity of Pima County Fairgrounds Roadway Improvements to support economic development projects	Pima County	In Plan	\$28,100.00	High	Early
121.23	Swan Road (south) Valencia Road to southern terminus Capacity and Modernization improvements	Pima County	In Plan	\$35,400.00	Medium	Early
206.23	Thornydale Road Cortaro Road to Tangerine Road Roadway Expansion and Modernization	Pima County	In Plan	\$46,930.00	Medium	Middle
611.03	Valencia Rd Houghton Rd to Old Spanish Tr Widen to 4-lane roadway	Pima County	In Plan	\$69,700.00	Medium	Late
209.23	Valencia Road Mission Road to Camino de Oeste Roadway Expansion and Modernization	Pima County	In Plan	\$81,500.00	High	Early
184.03	Wade Rd Valencia Rd to Ajo Way Construct new 2-lane roadway, bike, ped, drainage	Pima County	In Plan	\$15,600.00	Medium	Late
123.23	Westover Road Los Reales Road to Valencia Road Modernize and Capacity Improvements	Pima County	In Plan	\$6,300.00	High	Early
4.06	Small Business Assistance Regionwide Provides help to businesses along major construction corridors	RTA	In Plan	\$18,000.00	None	All
3.06	Wildlife Linkages and Environmental Mitigation Regionwide Construct wildlife linkages, resilient infrastructure, mitigation for transportation projects	RTA	In Plan	\$65,000.00	None	All
27.00	Campbell Ave (South) Quail Crossing Bl to Sahuarita Rd Extend 2-lane roadway, bike lanes, sidewalks & drainage	Sahuarita	In Plan	\$74,072.00	Medium	Middle
23.00	El Toro Rd - Part 1 La Cañada Dr to La Villita Rd Construct new 2-lane roadway, sidewalks & multi-use lanes	Sahuarita	In Plan	\$15,174.00	High	Middle
84.14	I-19: Sahuarita Road I-19 TI Improvements I-19/Sahuarita Rd from La Canada to Rancho Sahuarita Blvd Upgrade improvements to the I-19/Sahuarita Road TI	Sahuarita	In Plan	\$59,500.00	High	Early
321.03	La Cañada Dr (South) Camino Sueno de Sahuarita to North of El Toro Rd Widen to 4-lane roadway	Sahuarita	In Plan	\$50,376.00	Medium	Middle
204.23	La Villita: Sahuarita Road to Nogales Highway La Villita Road from Sahuarita Road to Nogales Highway Improvements to existing and sections of new 2-lane road with multi-modal facilities and drainage.	Sahuarita	In Plan	\$31,084.00	High	Early
325.03	Nogales Hwy #2 (South) Calle Valle Verde to Sahuarita Rd Widen to 4-lane roadway	Sahuarita	In Plan	\$59,300.00	Medium	Middle

26.00	Old Nogales Hwy Corridor Continental Rd to Nogales Hwy Widen to 4-lane roadway, includes bridge over Santa Cruz	Sahuarita	In Plan		\$87,155.00	Medium	Middle
205.23	Pima Mine Rd #1 I-19 to Nogales Hwy Widen to 4-lane roadway with multi-use lanes	Sahuarita	In Plan		\$39,020.00	High	Early
620.03	Quail Creek Bl Extension Phase 1 Old Nogales Hwy to Nogales Hwy Construct 2-lane divided roadway, includes bridge over Santa Cruz	Sahuarita	In Plan		\$32,840.00	High	Early
234.23	Phoenix Zoo Access Road North of Sahuarita Rd. East of S Nogales HWY Access to Conservation Park and Wastewater Facility	Sahuarita	In Plan		\$7,000.00	Medium	Early
3.18	10th Ave Enhancements 25th St to 40th St Improve pavement conditions	South Tucson	In Plan		\$3,000.00	High	All
300.98	40th St Extension Between 4th Ave and 6th Ave New roadway, curbs, walk, landscape & street lights	South Tucson	In Plan		\$6,000.00	High	Early
684.03	1st Ave #1 Grant Rd to River Rd Modernize 4-lane roadway, bike lanes, sidewalks & bus pullouts	Tucson	In Plan		\$136,500.00	High	Middle
180.98	22nd St #1 I-10 to Tucson Bl / Barraza-Aviation Pkwy Widen to 6-lane divided roadway, bridge over railroad & bike lanes	Tucson	In Plan		\$253,200.00	High	Early
327.98	22nd St #2 Camino Seco to Houghton Rd Widen to 4-lane roadway, bike lanes, sidewalks & bus pullouts	Tucson	In Plan		\$36,510.00	Medium	Middle
109.23	29th St Alvernon Wy To Wilmot Rd Remove travel lane and install enhanced bike lanes and improve landscaping. Repave roadway.	Tucson	In Plan		\$26,000.00	High	Early
34.23	6th Ave Bus Rapid Transit Ronstadt Transit Center to Tucson International Airport High-Capacity Transit Corridor from Downtown to the Airport	Tucson	In Plan		\$220,000.00	High	Middle
152.23	6th Ave E Thoroughbred St To Los Reales Rd Modernize Corridor	Tucson	In Plan		\$9,000.00	High	Early
17.23	Campbell Ave Benson Hwy to Valencia Rd Modernize corridor	Tucson	In Plan		\$35,198.00	High	Middle
7.14	CNG Fueling System NW Sun Tran Maintenance Facility Northwest Install new CNG fueling system to fuel CNG vehicles	Tucson	In Plan		\$10,000.00	Medium	Early
16.23	Drexel Rd Calle Santa Cruz to S 12th Ave Bicycle pedestrian connection across I-19	Tucson	In Plan		\$8,640.00	High	Middle
31.23	Drexel Rd Midvale Park Rd to Calle Santa Cruz Construct new two-lane bridge over the Santa Cruz River	Tucson	In Plan		\$25,500.00	High	Early
11.23	Drexel Rd Mission Rd to Midvale Park Rd Modernize corridor	Tucson	In Plan		\$22,500.00	High	Early
12.23	Drexel Rd S 12th Ave to Country Club Rd Modernize Corridor	Tucson	In Plan		\$73,900.00	High	Middle
566.08	Expand Fixed-Route Bus System Regionwide Increase service area and frequency	Tucson	In Plan		\$1,000,000.00	Medium	All
43.23	Fort Lowell Rd Oracle Rd to Alvernon Wy Modernize corridor	Tucson	In Plan		\$86,700.00	High	Middle
259.98	Grant Rd Corridor Project Santa Rita Rd to Swan Rd Widen to 6-lane roadway, bike lanes, sidewalks & streetscaping	Tucson	In Plan		\$145,800.00	High	Early
203.23	Harrison Rd Bridge New two-lane bridge over Pantano Wash	Tucson	In Plan		\$15,000.00	High	Early
44.23	Harrison Rd Golf Links Rd to Irvington Rd Widen roadway to 4-lane roadway	Tucson	In Plan		\$41,200.00	Low	Late
11.02	Houghton Pkwy #3 I-10 to Tanque Verde Rd Widen to 4- and 6- lane parkway, new bridges & greenway	Tucson	In Plan		\$122,200.00	High	Early
163.08	Irvington Rd #3 Santa Cruz River to east of I-19 Improve intersections, provide access mgmt, bike lanes & sidewalks	Tucson	In Plan		\$9,800.00	Medium	Middle
37.23	Irvington Rd Kolb Rd to Houghton Rd Widen to 4-lane divided roadway	Tucson	In Plan		\$72,600.00	Low	Middle
15.23	Irvington Rd S 15th Ave to Tucson Blvd Modernize corridor	Tucson	In Plan		\$63,050.00	High	Middle
170.23	Irvington Road Roadway Widening and Modernization Mission Road to I-19 Wide to 6-lane divided roadway	Tucson	In Plan		\$50,990.00	High	Late
565.03	Kolb Rd #1 I-10 to Escalante Rd Widen to 6-lane roadway, bike lanes, sidewalks & drainage	Tucson	In Plan		\$140,000.00	Medium	Middle
6.23	Mary Ann Cleveland Wy Houghton Rd to City Limit Widen to 4-lane divided roadway with turn lanes	Tucson	In Plan		\$60,287.00	Low	N/A

49.23	Prince Rd Campbell Ave To Rillito River Modernize corridor	Tucson	In Plan	\$18,600.00	Medium	Middle
48.23	Prince Rd Romero Rd To Campbell Modernize corridor	Tucson	In Plan	\$70,000.00	High	Middle
154.03	Railroad Underpass @ Grant Rd Union Pacific Mainline and Grant Rd Expand railroad underpass east of I-10 to accommodate 6 lanes and multimodal connections	Tucson	In Plan	\$27,154.00	High	Early
13.23	South Country Club Road: Milber St. to Los Reales Rd. South Country Club Road widening from Milber St to Los Reales Rd	Tucson	In Plan	\$99,000.00	Medium	Middle
35.23	Stone Avenue High Capacity Transit Project Tohono Tadaí Transit Center to Ronstadt Transit Center Construct high-capacity transit improvement from Downtown to Tohono Tadaí	Tucson	In Plan	\$141,000.00	High	Middle
33.14	Sun Link Modern Streetcar Operations and Maintenance Downtown Tucson to University Medical Center Operations and Maintenance for the Sun Link Modern Streetcar	Tucson	In Plan	\$180,300.00	High	All
393.98	Sun Tran Bus & Support Vehicle Replacements Regionwide Replace Sun Tran buses and support vehicles over 30 years	Tucson	In Plan	\$527,000.00	High	All
430.98	Sun Tran Existing Operations and Maintenance Regionwide Maintain existing Sun Tran levels of service regionwide	Tucson	In Plan	\$1,980,000.00	High	All
426.98	Sun Van Existing Operations and Maintenance Regionwide Operations and Maintenance of existing Sun Van service regionwide	Tucson	In Plan	\$651,600.00	High	All
9.14	Sun Van Maintenance Facility Rehabilitation 3401 E Ajo Way Building improvements and upgrades. Includes new fueling management system	Tucson	In Plan	\$5,000.00	Medium	Early
275.98	Sun Van Vehicle Replacements and Support Vehicles Regionwide Replace existing vans Sun Van and support vehicles for Sun Van and Sun Tran	Tucson	In Plan	\$105,000.00	High	All
292.03	Transit Center Upgrades Ronstadt, Laos, Tohono Tadaí, Udall centers Rehabilitate regional transit centers	Tucson	In Plan	\$11,000.00	Medium	All
407.98	Transit Planning and Project Development Regionwide Conduct comprehensive operations analyses (COA) study and other transit studies	Tucson	In Plan	\$12,200.00	Medium	All
13.18	Transit Technology Upgrades and Implementation Regionwide Provide smart technology for transit vehicles, communications and signalization	Tucson	In Plan	\$33,900.00	Medium	All
685.03	Valencia Rd #4 I-19 to Alvernon Way Access management & safety improvements	Tucson	In Plan	\$9,800.00	High	Middle
153.08	Valencia Rd #6 Kolb Rd to Houghton Rd Widen to 6-lane roadway, bike lanes & sidewalks	Tucson	In Plan	\$44,500.00	High	Early
38.23	La Cholla Blvd Starr Pass Blvd to Ajo Wy Modernize Corridor	Tucson	In Plan	\$11,700.00	High	Middle
39.23	29th St Mission Rd to SW Greenway Modernize corridor. Remove travel lane	Tucson	In Plan	\$11,250.00	High	Middle
42.23	Mission Rd Santa Cruz River Park to 36th St Modernize corridor	Tucson	In Plan	\$10,000.00	High	Middle
14.23	Camino Seco Wrightstown Rd to Speedway Blvd Modernize corridor	Tucson	In Plan	\$10,000.00	Medium	Middle
				<b>Total Cost:</b>	<b>\$16,197,160.00</b>	

**Communication #3855**

**SUBJECT: Arizona Department of Transportation (ADOT) 2025 Safety Performance Projections**

Meeting	Meeting Date	Agenda Category	Agenda Item #
Regional Council	June 5, 2025	Information	10

**REQUESTED ACTION/SUGGESTED MOTION**

The Regional Council will be asked to adopt the Arizona Department of Transportation (ADOT) statewide transportation safety projections.

**ASSOCIATED OWP WORK ELEMENT/GOAL**

Work Element 40, Transportation Planning

**SUMMARY**

**FAST Act Requirement**

As part of the federal 2015 FAST Act, performance measures are used to track progress toward national goals originally established in MAP-21, the prior federal surface transportation legislation. Goals include improving safety, infrastructure condition and system reliability on public roads.

The FAST Act requires state departments of transportation (DOTs) to develop annual projections for safety performance on public roadways in the state.

**Statewide Transportation Safety Performance Projections**

The Arizona Department of Transportation (ADOT) formally established safety projections for the state of Arizona for 2025. The following safety projections apply statewide for the 2025 calendar year and are based on five-year rolling averages:

- Number of Fatalities 1,263.8
- Rate of Fatalities/100M VMT 1.665
- Number of Serious Injuries 3,729.6
- Rate of Serious Injuries 4.914
- Number of Non-motorized Fatalities and Serious Injuries: 846.6



The safety projections set by ADOT are required to be data-driven and realistic. They are intended to keep the state focused on improving safety while still striving for the goal of the Arizona Strategic Transportation Safety Plan (STSP) and the State Strategic Highway Safety Plan (SHSP) of reducing the number of fatalities and serious injury crashes in the greater Tucson region and the state of Arizona by 3% to 5% and ultimately achieving the vision of zero fatalities.

## Background

The FAST Act federal performance requirements took effect in 2018. PAG has adopted the ADOT safety performance projections every year since (2018, 2019, 2020, 2021, 2022, 2023 and 2024).

The federally required projections for safety are distinctly different from the state and regional goals and objectives for safety. The safety goals and objectives represent a desired state of reduced fatal and injury crashes. The safety projections represent the projected performance of safety based on existing data and current trends, i.e., how many crashes are expected based on trends shown in the data. Safety projections identify where the state expects safety numbers to land in 2025 for fatal and injury crashes, fatality and injury rates, and bicycle and pedestrian fatal and serious injury crashes.

### PRIOR BOARD AND/OR COMMITTEE ACTION

- The PAG Transportation Systems and Safety Subcommittee recommended adoption of 2025 safety projections in November 2024.
- The PAG Transportation Planning Committee recommended adoption of the 2025 safety projections on May 21, 2025.

### FINANCIAL CONSIDERATIONS

None.

### TECHNICAL, POLICY, LEGAL OR OTHER CONSIDERATIONS

None.

### ATTACHED ADDITIONAL BACKUP INFORMATION

None.

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