

Regional Council Meeting

At or after 1:00 p.m., Mon., June 16, 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](#)

Notice is hereby given to the public and to the Council's members that the Regional Council of Pima Association of Governments will have a meeting at the above stated time and location. The following is an agenda of the matters to be considered, discussed and acted upon. The sequence of the agenda may be changed by the Chair. Action may be taken on any item.

PAG is a private, nonprofit {501(c)4} organization designated as the federally required metropolitan planning 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 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 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.

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 required and state-designated metropolitan planning organization and as the U.S. Environmental Protection Agency-designated lead agency for air, water quality and regional solid waste planning for the greater Tucson region.*

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

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

AGENDA

1. **Call to Order**
2. **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

3. **Meeting Summary Approvals**

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

- March 3, 2025 – Regular Meeting
- April 21, 2025 – Special Meeting

Action: The Regional Council will be asked to approve the meeting summaries of March 3, 2025 and April 21, 2025.

STAFF MEMO

ATTACHMENT(s):

- [March 3, 2025](#)
- [April 21, 2025](#)

4. **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):

- 4a a. Program Highlights Report (March, April & May 2025)
- 4b b. PAG Contracts and Agreements Report (Feb. 1, 2025, through May 16, 2025)

5. 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.

6. 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

7. 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

8. Adjournment

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

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

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

Communication #3856

SUBJECT: Call to the Audience (Remote Access Option)

Meeting	Meeting Date	Agenda Category	Agenda Item #
Regional Council	June 16, 2025	Information	2

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 #3857

SUBJECT: Meeting Summary Approvals

Meeting	Meeting Date	Agenda Category	Agenda Item #
Regional Council	June 16, 2025	Action	3

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 16, 2025, meeting, Regional Council members are asked to please review the March 3, 2025, meeting summary and April 21, 2025 meeting summary in this meeting packet and submit written suggestions to staff (jontiveros@PAGregion.com) to request amendments 24 hours prior to the June 16, 2025, meeting.

During the June 16, 2025, meeting, the Regional Council may consider suggestions and may amend the draft summary prior to approval.



Regional Transportation Authority (RTA) Board of Pima County Meeting Summary

Meeting Summary of March 3, 2025, Meeting

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

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

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RTA Board Members Present: Mayor Jon Post
General Ted Maxwell
Mayor Tom Murphy
Supervisor Adelita Grijalva
Mayor Roxanna Valenzuela
Mayor Joe Winfield
Mayor Regina Romero
Chairman Verlon Jose

RTA Board Members Absent: Chairman Julian Hernandez

Staff Lead: Executive Director, Farhad Moghimi, Secretary

The following is an audio-to-text transcription of **the RTA Board 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 and formatting for clarity, YouTube links/time stamps, spelling corrections, and the addition of the agenda number or items based on the posted agenda. Due to the quality of the sound, not all audio is discernable.

AGENDA

Prior to the meeting being called to order, General Maxwell asked if Chairman Jose or Chairman Hernandez was still connected via Zoom. Chairman Jose confirmed he was still in attendance.

1. Call to Order (2:33 p.m.)

[Item #1 Audio Link](#)

General Maxwell: All right, at this point, I would like to call the RTA meeting for March 3 to order. First item on the agenda is the election of officers. Mr. Moghimi, can you lay down what the slate that we are presenting to move forward is?

Farhad Moghimi: Mr. Chair, members of the Board —

Mayor Winfield: Mr. Moghimi, I don't believe your microphone is on.

Farhad Moghimi: I'm sorry. Mr. Chair, members of the Board, the slate of officers are the current Vice Chair, that is Mayor Winfield to move into the Chair position, the current 2nd Vice Chair, Mayor Tom Murphy, to move up to the Vice Chair and the incoming 2nd Vice Chair, Supervisor Grijalva.

Mayor Romero: May I make a motion to proceed, or is there a —

General Maxwell: Mayor Romero, I'd love to hear a motion to proceed.

Mayor Romero: So, I'd like to make a motion to approve the names in the slate.

Mayor Post: Second.

General Maxwell: OK, we have a first and second. Any discussion? All right, hearing none. All those in favor?

All: Aye.

General Maxwell: I heard you say aye. All those opposed, any abstentions? All right, knowing that it carries unanimously. Mayor Winfield, congratulations, you are the chair.

Chair Winfield: All right, well, thank you, Mr. Maxwell. Thank you, colleagues, on the Board. We'll go to the, I believe as part of this item, Mr. Moghimi, we have a presentation to make.

Farhad Moghimi: Oh, just, yes, Mr. Chair, if you don't mind, just want to present a gift, and thank Mr. Maxwell for his service.

General Maxwell: Thank you so much.

Mayor Winfield: I think we can all agree as a Board that Ted or General Maxwell, Mr. Maxwell, has served in a stellar fashion and I appreciate his dedication to this effort and his leadership over the past year. Also, want to just briefly, I know we've recognized Mayor Honea, but I'd be remiss if I didn't publicly acknowledge his service on this Board, his leadership since its inception, as each of us have felt and expressed. He was a wonderful colleague. He certainly represented his community, the Town of Marana, exceptionally and really our region. I appreciate so much his example, his leadership, and most importantly, his friendship. With that, we'll go to item 3, it is an overview of the Regional Transportation Authority, RTA mission, statutory responsibilities, similar to what was presented at the Pima Association of Governments. We have a number of new members, and this was an item that was requested by them. So, Mr. Moghimi and Mr. Ellis?

3. Overview of Regional Transportation Authority (RTA) Mission and Statutory Responsibilities

[Item #3 Audio Link](#)

[Item-3-RTA-Overview-Presentation.pdf](#)

Farhad Moghimi: Thank you, Mr. Chair, members of the Board. Both Rick and I are available to answer any questions you may have as well. But we have a brief presentation that Rick's going to give you, and please feel free to pause and ask questions at any time.

Rick Ellis: Fantastic. Perfect segue on that. Thank you. My colleague, Jamie Brown, had given the overview on the PAG, so wanted to follow up and give a similar one on the RTA, just to try and give everybody a crash course and catch everybody up. Essentially, the original statutes that governed the RTA actually did go all the way back to the 1980s. So there's been a lengthy timeframe that this has been a topic of conversation or been in the mix. It's critical to know that the governing legislation that originally was put in place varies across the different entities out there, primarily, due to the different sizes in the population out there. So there are different requirements that there will be in MAG, or other parts of the state that vary from what we have down here at PAG. The necessity to have a regional approach was highlighted in the early 2000s, due in part to some of the unsuccessful attempts that had taken place in the '80s, and then again, in the early 2000s. Despite the fact that we had had approval of the County's bond package in 1997, we'd still had some that weren't failure, or that weren't as successful at the ballot that we had envisioned. When the legislation was updated in 2004, there were two critical elements that had to be incorporated. The development of the 20-year plan and the accompanying half-cent sales tax if funded. It's important to know that the tax portion was later amended to provide authorization all the way up to a full penny but that was contingent upon voter approval. The enabling legislation also included key responsibilities of the Board, including some of the highlighted items below. Establishing plan priorities and facilitating the distribution of the funds,

responsibility to oversee the implementation of the various plan elements, the requirement to produce a 5-year program that is consistent with the voter-approved plan, and identifies the various projects and improvements, the funding amounts, the sources, and who will serve as lead jurisdiction. The overall development efforts of the plan started with the formation of the Board in 2004. Following that, efforts were initiated to develop the draft plan through the projects being identified by the jurisdiction. So they were already thinking, there were already efforts underway to start bringing forth candidate projects for consideration. This was enhanced by a collaborative and iterative effort involving the Citizens' Advisory Committee that was existence on the current RTA plan, along with the Technical Management Committee, which was also established. The draft plan was shared extensively with the public through multiple forums in order to ensure appropriate education and familiarity and also facilitate the collection of feedback that could be shared with the two committees, as well as with the Board. Plan development also incorporated many of the lessons learned from previous efforts, including the need for sufficient detail specificity, particularly, when it comes to the named roadway projects, which was necessary to enhance the voter confidence and make sure the public had a clear understanding of what type of improvements they were going to get. The need for diverse committee structure that will ensure greater transparency, increasing the plan diversity through a selection of projects that would provide a very broad range of improvements across multiple users. So it wasn't going to be targeted at one particular transportation function or use. It was going to be widespread to hit all the major modes, also including the environmental component as well. And lastly, there was active engagement of the potential or known opposition, along with the media to make sure, "Hey, do we have the proper information, proper education, and can we build allies where necessary?" In support of the plan, the Board at that time signed an accountability pledge to outline a commitment to do the following, using regional adopted strategies for overall consistency. So making sure that the plan as it went forward, and the improvements would look similar from jurisdiction to jurisdiction, and it would have a regional feel, not a jurisdictional taste or touch. Ensure the allocation of funding was in accordance with a ballot as approved by the voters. Provide progress reports and status updates on at least an annual basis and establish a Citizen's Oversight

Committee. To help guide the overall implementation, the Board adopted an administrative code in 2006, which provided all the key details and all the key aspects necessary for overall implementation. It included key provisions such as the roles and responsibility of the Citizen Oversight Committee, which became CART, Citizens for Accountability for Regional Transportation. The process involved corridor planning. So several of these projects were very long, lengthy, 8-, 10-mile-long corridors. So how are we going to tackle that, so it's done in a uniform, consistent and holistic manner? Policies, objectives and procedures that would then help facilitate the project development, and identification of lead jurisdictions and requirements for developing the accompanying IGA documents to ensure compliance with all the laws, policies, and conformance with the plan. The code also outlines specific for the projects, key features and elements that were necessary, and that would be included. Project budgets, especially local contributions. The ballot contained portions for non-RTA revenue that had been highlighted during the development process, and so that was highlighted, captured in the administrative code, which includes the amount, the sources, and the jurisdiction responsible for it. And then lastly, guidance for the eligible improvements that would fall into what we call the categoricals, or particularly, the safety and environmental and economic vitality elements. So that we'd have proper guidance on what would be considered eligible, what the appropriate improvements could be, and what would be considered not eligible for that type of funding. So, the development of the pots, or the policies, objectives and procedures. That was done through a working group of jurisdictional representatives and the whole task with that effort was to ensure that there was consistency in improvements across the region. Didn't want to have people traversing the region, going across the area, jurisdiction to jurisdiction, and have significant differences standing out and going, "Well wait a sec, now I'm in this jurisdiction, or now I'm in this jurisdiction." It was a regional plan. It was meant to carry that regional feel to it, throughout everything. And so how it came about is some of the key provisions then include a reinforced commitment at all levels to deliver the projects in accordance with a voter approved plan. So, a strict attention to what's been stated to the public, to provide the framework for authorizations, invoices, reimbursements, communications. So, all the logistic details that all of us and our staff go through on a regular basis. It had all the

details surrounding that. It also served as a tool for guiding project delivery by clarifying the roles and responsibilities of all the committees that are associated with the development delivery, as well as identifying the requirements for project amenities such as landscaping, art, the utility aspects, etc. Once again, making sure that everybody's playing by the same set of rules on a level playing field and operating in a similar manner. There was a recognition and a desire to allow all the project delivery procedures that are utilized by each jurisdiction to remain in place. Those are critical. Jurisdictions have protocol that work with respect to their Mayor, council, elected entities, and other departments within those particular organizations. There was no desire to disrupt that or cause an impediment to that, but rather to give the consistency and uniformity and the sameness, if you will, to the product that the typical residents and citizens would enjoy and benefit through. Lastly, there were items associated with the performance audit, and that was a key requirement as well. An audit was required at year 10, so we highlighted the calendar years in here, and then each fifth year afterwards so at year 15 and year 20. The objective is to assess the overall delivery performance as well as ensure that all the compliance requirements are being met. So are we producing this in the right way and are we still meeting with what was intended by the legislation as well as what was committed to on the ballot? The first audit focused on the first 10-year period, with recommendations then that would be applied to years 11 through 15. And the second audit was performed at year 15 with recommendations identified for year 16 through 20. That's the one we're operating off of now, having recently come out of that. It's critically important to note that neither audit has generated any findings or deficiencies, but rather recommended enhancements. So we've been incorporating those, implementing those, and they're considered best practices that we've been utilizing and relying on. And lastly, it's also important to know that the results have been acknowledged in a signed letter from the chair of the Joint Audit Committee lauding the performance of the RTA and its delivery track record. And with that, that concludes my short presentation. You know, myself or Mr. Moghimi can answer any questions you may have. Thank you.

Mayor Winfield: Thank you.

Mayor Murphy: Mr. Chair, I was just noting being on a long time and reading these different audits and the recommended enhancements. Have the new members been provided like a synopsis of those audits? If not, I think it would be very helpful if maybe those could be provided so you could have as much information on the history as possible.

Farhad Moghimi: Mr. Chair, Mayor Murphy, I would be happy to follow up with an email and provide the link to the audits. They're all on our website as well, but we'll follow up with an email.

Mayor Murphy: Thanks.

Mayor Winfield: Other questions, comments to Mr. Ellis, Mr. Moghimi? Seeing none, thank you, Mr. Ellis for the presentation.

Rick Ellis: Thank you very much.

Mayor Romero: Mr. Chair, not a question, but mostly I'd like to request a future agenda item for a presentation on the roles and responsibilities of the various RTA committees and who their respective members are. Just like I did with PAG, I think it's an important conversation to have at RTA as well.

Mayor Winfield: OK, thank you, Mayor, we'll have that added. I'll go to call to audience. Mr. Ledford, we have some individuals to speak?

4. Call to the Audience (Remote Access Option)

[Item #4 Video Link](#)

Adam Ledford: We do. Thank you, Mr. Chair. Speakers are limited to a 3-minute oral presentation and may submit written comments of any length for the Board's files. Call to the audience is limited to 30 minutes. Individual Board members may respond to criticism made by those individuals who have addressed the Board.

However, the Board will not discuss or take action on a matter raised during a call to the audience that is not already on the agenda. If it pleases the Board, we'll just go in the order that we received these requests. And that will start with a call in, and then we will go to Dr. Denise Bowls, and then J.J. Lamb, and then Kate Hotten. Thank you, caller. You are on live with the RTA Board. Can you hear me OK?

Allen Yalen: Yes. Can you hear me?

Adam Ledford: Yes. All right, I'll give you a quick set of instructions. Please start your comment by stating your name for the record. After that, you'll have 3 minutes to address the RTA Board. At the 2-minute mark, I will politely cut in and request that you wrap up your comments. You may now proceed.

Allen Yalen: Good afternoon, Madam Chair and members of the RTA Board. Thank you for allowing me to speak today. I'm Allen Yalen. I'm the Assistant Fire Chief with Rincon Valley Fire District. I'm speaking on behalf of Jim Tucker, who is the Fire Chief, or is the Rincon Valley Fire Chief. Our district is in Greater Vail, one of the fastest growing areas in Pima County, as confirmed by the Pima Association of Governments. Year 2023 to 2060 CDP population projections documents, despite acknowledging our growth, the southwest infrastructure is not keeping in pace. I'm here to emphasize the critical need to accelerate the Colossal Cave Road widening project in the RTA Next and to the first and second funding periods rather than waiting until 2036. In addition, Mary Ann Cleveland Way should be widened from Houghton to Colossal Cave Road, and not end at the city limit creating another bottleneck. The problem, traffic in the southwest, correction, traffic congestion in the southeast and the railroad crossing are significantly increasing our emergency response time. Every minute counts in an emergency, whether it's a structure fire, cardiac arrest, or serious vehicle collision. Having a fire station on each side of the track, we had to cross the railroad track for an emergency over 300 times last year and were delayed about half of the time. The urgency, population growth in the Greater Vail area is outpacing infrastructure improvement. Our fire district has an average of 540 new housing permits each year for the past 4 years. With more residents, businesses

and schools, the demand for emergency services is increasing. In 2024, we ran over 3,000 calls and provided 1,100 ambulance transports. Over 50 of those transports are defined as falling in an at-risk population demographic. The current project timeline means we're waiting over a decade to fix life safety issues.

Adam Ledford: Sorry to interrupt, you're at 2 minutes. Please wrap up your thoughts.

Allen Yalen: OK. The current project timeline means we're waiting over a decade to fix the life safety issues. We simply cannot afford to wait longer. The railroad grade separating railroad crossing at Colossal Cave Road is projected that will actually save someone's life. The solution moving Colossal Cave Road Project to the first and second periods will ensure that our firefighters have reliable, effective access for a growing community. Widening the road and adding grade separation over the railroad tracks will save lives. The residents of southeastern Pima County deserve emergency response without delay. I urge the Board to take decisive action to move this project forward and not wait until 2036. Thank you for your time and consideration.

Adam Ledford: All right, thank you, caller. All right, our next speaker up is Dr. Denise Bowls.

Dr. Denise Bowls: Thank you. Good afternoon. Madam Chair, Vice Chair and members of the Pima Association of Governments and the Regional Transportation Authority, thank you for the opportunity to speak to you today. I'm here to introduce myself and respectfully request the opportunity to continue to be a part of the regional transportation dialogue. My name is Dr. Denise Bowls, in November of 2024, I was privileged to accept the position of President and CEO of the Greater Vail Area Chamber of Commerce, an organization that is committed to serving the southeast geographic areas within the City of Tucson and Pima County. As you're aware, many of our region's significant employers and tourists' destinations are in the southeast, and some of the census-designated places in the southeast had the greatest growth rates in our region in

the last 20 years. These trends are projected to continue. The development of state lands within the southeast City of Tucson, along the Houghton corridor on both sides of the I-10 is expected and may in the next few years continue to grow. For those of you that may not be familiar with the southeast, as other parts of our region, I invite you to contact me, and I would appreciate the opportunity for you to experience the southeast as those of us that live, work and play here each day. My request today is brief. First, please consider the Greater Vail Chamber of Commerce, a collaborative partner with you in the regional planning. We want to contribute to the regional dialogue as an unincorporated area. It is incumbent on individual leaders to create an inclusive environment and one where diversity of opinions and perspectives can be shared. I know our regional transportation improvement needs exceed our resources. This creates a shared challenge, and I look forward to being a part of the solution-oriented process. I respectfully request that the existing roadways in our region, southeast, be included in regional mobility and accessibility plan, known as —

Adam Ledford: Apologies, that's 2 minutes.

Dr. Denise Bowls: Oh, is it?

Adam Ledford: Oh, that's 2 minutes, you still have a minute remaining.

Dr. Denise Bowls: Oh, OK. Sorry. Overall, my main point is, please recognize the regional significance of investing in roadway capacity expansions and roadway adequacies for safety and basic circulation of goods, services, and population. Thank you for the opportunity to address you today, and thank you for your community service, not just to your respective constituents, but to our region. Thank you.

Adam Ledford: Thank you, Dr. Bowls. Next up we have J.J. Lamb. I'll just remind you, please start your comment by stating your name for the record, and then I'll let you know when 2 minutes has lapsed.

J.J. Lamb: OK, thank you. Chair Winfield and Board members, I'm J.J. Lamb,

President and CEO of the Vail Preservation Society that serves the southeast region. Thank you for providing the opportunity to address you today. Like so many of you, we in the southeast region care deeply about transportation, safety, and our local heritage. As currently written, project number 14, Colossal Cave Road, I-10 to Camino Loma Alta, widen to a 4-lane divided roadway with bicycle pedestrian drainage improvements, and grade-separated bridge over the railroad tracks will irreparably impact and likely erase Vail's sole remaining historic buildings, and the significant heritage that they represent. Increasing safety for our at-risk populations while preserving our heritage and safe, unobstructed access to Old Vail Middle School and Acacia Elementary are our top priorities. There is an alternative route for the grade-divided roadway and bridge that we do need over the 2 sets of railroad tracks. We recommend the following amendments to Project 14. Change description to vicinity of Colossal Cave roadway to allow for the right of way to occur on a new alignment, to prevent damage to the historic buildings while creating the safety for an at-risk population that we need. Identify a new alignment, and there is one, for Colossal Cave Road and secure it in the first phase and keep historic Colossal Cave Road in its current location. The unique character of every community is defined by its historic buildings, its landscape and culture. Time and development policies and practices have erased every trace of Vail's historic built environment except for the 1908 Old Vail Post Office and the 1935 Shrine of Santa Rita in the Desert. These buildings located at Vail's original founding site and across the street from each other, between the railroad tracks, are a testament to Vail's railroad, ranching, and Mexican-American heritage.

Adam Ledford: I apologize, you're at 2 minutes.

J.J. Lamb: OK. For most of greater Vail area's history, about two-thirds of the residents were Mexican-American. These two historic national register-listed sites served the residents of about a 400-square mile area and reflect the hard work and craftsmanship of many of our Mexican-American community members who helped to build them. The Old Vail Post Office and Shrine of Santa Rita in the Desert are our last visible reminders that preserve and share the stories and memories related to those who founded and invested their lives to establish the

Vail that we love today. We can have safety and preserve a heritage at the same time. Thank you so much. Oh, and if you look on the back of the new brochure, put together by the Southeast Transportation Advocates, down here is a picture of the Shrine of Santa Rita in the Desert, and those are some students that are reminding us that this place matters.

Adam Ledford: Thank you very much for your comment. We'll move on to Kate Hotten.

Kate Hotten: Hi there. My name is Kate Hotten and I'm the Co-Executive Director for the Coalition for Sonoran Desert Protection, and I'm authorized to speak on their behalf this afternoon. Thank you for your undivided attention. As we speak this afternoon, I'm here today to urge this Board to reinstate the \$50 million budget for the environmental element or wildlife linkages as part of your agenda, Item 11. Since your last meeting, nearly 150 members of the public, far more than for any other elements, have responded to your survey or submitted comments in support of this project and adequate funding for it. Some of them first contacted us to better understand how to best act on this issue, and we did point them towards your survey and your open houses. As background, and as some of you know, the RTA plan's full \$45 million budget for wildlife linkages was not realized. The work that was realized is nationally recognized for its excellence, we should all be very proud. That includes the Wildlife Bridge on SR 77 in Oro Valley. As you know, several of the other key wildlife linkage projects identified by the RTA Plan's committees are yet to be funded and realized. As you also know, we spent nearly 6 years inputting on the Citizens Advisory Committee, which agreed to a \$50 million budget for RTA Next. And since the RTA plan, we've seen federal funding that's become increasingly available for wildlife linkage projects. But as you know, only where there is local funding, right, so this is an area in which our region can continue to excel and continue to be proud, or we can be left far behind, quite frankly. And I remind you that this is not simply an environmental issue, but it is also a safety issue for our motorists here. Thank you for your careful consideration of this issue.

Adam Ledford: Thank you, speaker Hotten. Mr. Chair, at this time, we have no

more callers in the queue.

Mayor Winfield: OK, thank you, Mr. Ledford. We'll close the call to audience. I want to acknowledge those who've taken the time and effort to come and speak to the Board, whether in person or virtually. So, thank you. The next item of business is the meeting summary approvals.

5. Meeting Summary Approvals

[Item #5 Video Link](#)

The Board will be asked to approve meeting summaries for the September 5, 2024, and September 26, 2024, meetings. The first was a special meeting, the second was a regular meeting. Would entertain a motion.

Mayor Murphy: So moved.

Mayor Romero: Second.

Mayor Winfield: So we have a motion by Mayor Murphy, seconded by Mayor Romero. Any discussion? All in favor say aye?

All: Aye.

Mayor Winfield: Any opposed say nay. The ayes have it unanimously. We'll go to Item 6.

6. 2025 Regional Transportation Authority (RTA) Board Meeting Schedule

[Item #6 Video Link](#)

Mayor Winfield: This is in regard to the, so this is also an action item. We're being asked to approve the 2025 RTA Board meeting schedule. This is tied to the previous discussion in the PAG meeting. Open it up to a motion, Mr. Maxwell.

General Maxwell: So moved.

Mayor Murphy: Second.

Mayor Winfield: Any discussion. Mr. Maxwell?

General Maxwell: I'd also, at this time, like to now offer amendment to my own motion. If I had thought that through, I might not have made the initial motion. But for the April meeting, which we've got right now listed as special meeting as needed, we know the timeline to get to November's rapidly disappearing. We may not be able to make that. We may more likely go to May. But what I'd ask to do is to change that April date to actually list Thursday, April 24, 2025. I know it may not work necessarily for everybody, but that way we've got a date, we've committed to having a meeting, because we're going to need one to continue to work, not only RTA Next, but the RTA One discussions so, I'd feel more comfortable approving something that said, we're going to have a meeting in April, and then we can leave it up to the executive director and the staff to coordinate with us on what, if those dates don't work out. Because we're going to have to all go back and look at all these dates anyway. So, I'd like to propose that as an amendment to my initial motion.

Mayor Winfield: So, adding April 24 specifically. Mayor Romero, did you have a comment?

Mayor Romero: No, I absolutely 100% agree with the sentiment.

Mayor Murphy: And I was just reminded we have a —

Mayor Winfield: Mayor Murphy.

Mayor Murphy: I'm sorry, Mr. Chair, a budget retreat on the 23rd and 24th. So, I'm not sure if the second day will go all day. But I would do my best to get here or there, it just all depends on how that goes at our budget retreat. But that, I do

have that scheduled already, but we can discuss it more.

Mayor Winfield: So, Mr. Moghimi, I have a question. Mayor or Mr. Maxwell made reference to the November ballot that we're working towards. Can you, or a member of staff, can you give us an idea of what that schedule looks like to meet that goal of November?

Farhad Moghimi: Sure, I'd be happy to. Mr. Chair, members of the Board, as you recall, when the Board decided to target November of 2025, we did outline the six-month requirements. So, six months prior to the November, I believe it's November 4, 2025, the Pima County Board of Supervisors would have to act to put that item on the County ballot. So that brings us back to May of 2025 to be able to have the Board of Supervisors act on any plan that this Board wishes to move forward.

Mayor Winfield: OK. So, it seems to me that April meeting is really critical?

Farhad Moghimi: It is critical, yes. Mr. Chair, if you do plan to go to the November ballot, we do have to have that meeting.

Mayor Winfield: Supervisor.

Supervisor Grijalva: Thank you. Chair Winfield, I also may have a conflict. It is the Tucson International Mariachi Conference and it is like big in our house. So, we'll try to figure it out, but Mayor Romero may also have a potential conflict because our children are playing in the same mariachi.

Mayor Winfield: Mr. Maxwell.

General Maxwell: Yeah, I'm willing to change that to any date. The point being —

Supervisor Grijalva: Yeah, to have a date, meeting in April.

General Maxwell: We know we need to have a meeting in April.

Supervisor Grijalva: I agree there.

General Maxwell: I do have a follow up question, Mr. Moghimi. I know we target six months because that has a lot to do with the campaign and everything else. The reality is, what is the latest date that the Board of Supervisors can actually authorize a ballot initiative? Because my understanding it was 120. Is it not?

Farhad Moghimi: Both Thomas and I checked. It's six months.

General Maxwell: Six months is our requirement. So that means even if we were going to go next May, we'd have to do it in November then, so it's coming up fast. So, I really think we need to have, for now, Mr. Chair, I'd request —

Mayor Romero: So, if I may, Mr. Chair? If you were to remove the 24th, I think that's what you added, maybe have a must meeting in April as opposed to as needed. That would help give direction to the staff and then make sure that we find a date that's good for all of us.

General Maxwell: Mr. Chair, Mayor Romero, we'll adjust it as ever we need it to be so that we have a mandatory meeting in April —

Mayor Romero: In April, that would be right.

General Maxwell: That would be up to the executive director to coordinate.

Mayor Winfield: Amend the motion to remove the 24th. We'll have a meeting in April to be determined. You're OK?

General Maxwell: I'm OK with that.

Mayor Winfield: And the second.

Mayor Murphy: Absolutely.

Farhad Moghimi: Again, Mr. Chair, members of the Board, we'll do the same, coordinate and make sure that everybody is available and follow up with you on what date that would be.

Mayor Winfield: Any more discussion? All in favor say aye?

All: Aye.

Mayor Winfield: Any opposed? The ayes have it. We'll go to Item 7, which are consent agendas or consent items, excuse me. Mr. Moghimi, this is an information item.

7. Consent Items for Information

[Item #7 Video Link](#)

Farhad Moghimi: Yeah, again, Mr. Chair, members of the Board, just for information only and if there's ever any contracts under 50,000, we'll bring it to you just for information on a regular basis.

Mayor Winfield: Any questions for Mr. Moghimi? Seeing none, we'll move to Item 8, approval of intergovernmental agreements. Mr. Ellis will present this item.

8. Approval of Intergovernmental Agreements (IGAs)

[Item #8 Video Link](#)

Rick Ellis: Very briefly on that, your package of materials included five intergovernmental agreements that we have, all with the City of Tucson. The first three are related to transit. The first one is associated with a grant that's going to be for new replacement vehicles. The City's already secured this. The RTA funds are the matching amount, and pretty much everything's ready to go on this. The

second one is for the regional transit services and the companion piece to that for fixed-route transit. These are the annual renewals with the updated information that's brought forth to this group every year. The fourth IGA deals with the 22nd Street project from Camino Seco to Houghton. This is the first amendment to this IGA to authorize \$2 million to begin right-of-way acquisition efforts. They've just reached the 30% milestone and advancing this activity will allow them to expedite and maintain the delivery schedule they currently have in place. And then the last one is for the 22nd Street Bridge Project. This basically authorizes all the funds that have been programmed in the TIP, as you've heard reference to earlier, and essentially allocates all the remaining design funds, right-of-way funds and construction funds so this project can proceed to advertisements. The City of Tucson has acted on all five of these, approved these, so now we're bringing them to you for your final approval. And with that, I can take any questions.

Mayor Romero: I'd like to make a motion that we approve the IGAs in the report.

Mayor Winfield: Second?

Mayor Murphy: Second.

Mayor Winfield: Thank you. Seconded by Mayor Murphy. Any discussion?

Mayor Murphy: I just want to know by my town manager, how come Tucson's the only one working and getting anything done? Teasing.

Mayor Winfield: OK. I see no more discussion. All in favor say aye?

All: Aye.

Mayor Winfield: Any opposed, nay. The ayes have it unanimously. We'll go to Item 10. Thank you, Mr. Ellis. For item 9, excuse me. Item 9 of the agenda is the Arizona Department of Transportation, Public Transportation Agency Safety Plan, Dr. Jeremiah will be presenting this item. Dr. Jeremiah.

9. **Arizona Department of Transportation (ADOT) Public Transportation Agency Safety Plan (PTSAP) for 2025**

[Item #9 Video Link](#)

Dr. Philana A. Jeremiah: Hi everyone, good afternoon. Thank you, Mr. Chairman and members of the Board. I am Dr. Philana A. Jeremiah. Today I'll be discussing the PTSAP which is the updated Public Transportation Agency Safety Plan for 2025. That's required by the FTA, the Federal Transit Administration for transit agencies that receive FTA 5307, Urbanized Area Formula Grants. The FTA requires that this plan is reviewed and approved on an annual basis by both the Transit Safety Committee, which is made up of equal parts of manager and frontline working staff who operate the Sun Shuttle services and the RTA Board. This year's plan was reviewed and approved by the Transit Safety Committee on December 17, 2024. Several changes were made from the previous year's plans that were approved by the RTA Board on January 25, 2024. There were nine overall changes. The first updated the Chief Safety Officer as myself. Two updated the requirement definitions. Three updated the requirement 3 with verbiage on the risk reduction program to reduce assaults on transit workers. Four updated element 1, updated the safety committee cooperation policy. Number 5, updated element 4, the Manager information of We Drive You. Number 6, updated Appendix B, route and schedule maps. Number 7, updated Appendix D with the PAG organizational chart. Number 8 updated the Appendix G, PTSAP task provision log with necessary changes. And number 9 updated 2024 to 2025 on the cover page and the header information. FTA guidelines required the general directive on regulating assault on transit safety workers. For this year's PTSAP, RTA staff made minor edits to the PTSAP that were approved in 2024 for this year's PTSAP. And the purpose of the PTSAP document is to establish and document safety policies and procedures and compliance with federal rules. Establish a coordinated and documented process and implement to the PTSAP during the operations of the system in order to achieve safety goals. Identify and delegate safety functions and responsibilities to units and personnel within the organization and contract service providers as well as to facilitate

internal and external safety audits to identify track and resolve safety program deficiencies. And the approval of this PTSAP was from both the Transit Safety Committee and RTA Board, transit operations to follow safety policies and procedures set in place by the federal government. Once approved by the RTA Board, the plan will be submitted to ADOT for final review and certification. With that, I would like to request the RTA Board approve the RTA's Public Transportation Agency Safety Plan for 2025. I'm happy to answer any questions. Thank you.

Mayor Winfield: Thank you, Dr. Jeremiah. Appreciate your presentation and I will entertain a motion.

Mayor Murphy: So moved.

Mayor Romero: Second.

Mayor Winfield: Second by Mayor Romero. Any questions, discussion? All in favor say aye?

All: Aye.

Chair Winfield: Any opposed? Nay. Passes unanimously. Thank you, Dr. Jeremiah. I will go to Item 10. This is cost-to-complete RTA projects, statutory mandates, legal requirements. Mr. Moghimi and Mr. Ellis will present this item.

10. Cost-to-Complete RTA Projects, Statutory Mandates and Legal Requirements

[Item #10 Video Link](#)

[Item-10-RTA-Plan-Project-Updates-Presentation.pdf](#)

Farhad Moghimi: Thank you, Mr. Chair, members of the Board. Again, this item we've been having as an ongoing discussion. It's been very helpful to have the

RTA Board obviously look at the cost to complete. In addition to on the PAG side of the business, on the transportation improvement programming, we've been merging the conversations between the last two years or so to make sure that PAG and RTA are aligned on the cost-to-complete conversation. So, with that, Rick's going to give you an update on the status of the remaining projects, and then we'll dive into the actual cost versus revenue discussion.

Rick Ellis: Perfect. Thank you for that, Mr. Moghimi. The way I'm going to do this overview is I'm going to go through each named roadway project that is in the roadway element. I'll briefly touch upon it, give you a high clip status update and then also hit upon the categorical items. So, you'll have a complete picture of where we stand with the overall delivery efforts to date and where the latest and greatest is with all these activities. So, I'm also going to go through this in a sequential order, meaning as it's laid out in the plan. So, project number one is going to be the first one I cover, rather than try to do it chronologically or any other condition on that. Kind of follows the same format I've given previously and stays consistent with how we've been providing updates all along. So, this also matches with what the jurisdiction's delivery efforts are. So the nomenclature should reflect that and should be consistent with response or with how those projects are being delivered. So, the first one is the Tangerine Road, what we refer to as Phase 2A. It's from I-10 to Marana Tech Drive. Construction activities are underway on that. They're fully working on the roadway portions, drainage portions, enhancement portions with other activities being funded through other sources, happening simultaneously. So, there's a lot going on out there. But that particular effort is fully underway. It's important to note that Phase 1, that essentially goes from Dove Mountain all the way over to La Cañada or what we refer to as the eastern half of this, was already complete and IGA activities go all the way back to 2009. Phase 2B essentially takes off from where Marana Tech Drive ends and then matches in with the improvements already made at Dove Mountain. The design's currently at the 30% level, but they're working diligently towards a 60% milestone anticipated for later this spring where they'll have updated all the major key activities, especially, with the drainage aspects on it. Construction's targeted to begin in fiscal year '28, so we have remaining design, right-of-way acquisition, primarily in the form of easements, environmental

permitting, and then utility relocation will all still be yet to follow. And then as I highlighted, you got Phase 1 that was completed for the eastern portion. Project Number 5 is Silverbell Road, Goret to Camino Del Cerro, what we refer to as Phase 2 on that project. The project was initiated back in 2008, and the first section has been built from Grant Road to Goret. That's complete, open and operational. This project is currently, the design is done. The utility relocation's been complete, the right-of-way acquisition's been complete, and the project team is currently working to secure the last of the environmental permitting clearances necessary. And then it'll be ready for construction to move forward, and the advertisement at that point in time. Sunset Road, project number 8, the entire limit goes from I-10 to River Road. This was initiated back in 2009, and the Pima County Department of Transportation completed Phase 1 from Silverbell to I-10. And now this portion is going to extend it from I-10 all the way over to River Road and connect there. It's being done in conjunction with the mainline improvements or what we affectionately refer to as the GAP project being led by ADOT. And right now, most of the mainline improvements have been at least gotten to a point where they're now working on some of the frontage roads, landscaping and the connection of the Sunset Road, and the completion of the interchange work is the primary focus. It's anticipated, I think the target timeframe on this is to have everything done by the end of the year. Next project up is First Avenue from Grant to River, or what we sometimes refer to as First Ave South. Design activities are fully underway. There's a task force that's been formed, they're meeting on a regular basis, and the efforts have progressed from the initial data collection. And they're starting to lay out preliminary alignment alternatives on this. The culmination of this will align with a design concept report that's targeted for the end of the year, and the IGA on this was approved in early 2023. We have design right-of-way activities, all the environmental permitting, utility relocation, and construction as all the remaining ones but the team is making good progress so far. Number 15 is Grant Road at Union Pacific Railroad, and this is the widening that just occurs underneath the railroad tracks. The design team has gotten to the 60% milestone. They had started this in January 2016, as you've heard me talk about this in prior updates. Ran into several snags with the railroad and that particular interaction had to go back and evaluate alternative configurations on that that can be done within the budget

and with a reasonable anticipation on completion timeframe. There's a key item to note that affects several of these projects in here, and that's what I've labeled as Period 4 Compliance and where we must start construction on this by July 1, 2026. And I'm calling that out specifically where that applies on the projects, where that trips it up. Downtown Links is a project that's actively under construction. The first two phases have already been built, are open and operating as well as the eastern half of this project from essentially Stone Avenue over to the eastern end where it ties into the Barraza-Aviation and Broadway intersection. Activities are fully underway on this one. All the big major bridge structure has been completed and built, and they're banging along on the final steps on that one with an anticipated completion by later this summer, or early fall. Grant Road, Phases 3 and 4, this project also was started in 2007, sorry. Phases 1 and 2 from Oracle to Park have already been completed through prior efforts. Phase 3 and 4 is now actively under construction, working pretty much in a west to east format. So, you'll see the bulk of the activity occurring in the west of the Alvernon intersection, but I've been told by the project team that that's going to hop and get into the eastern half of that as well. So, project activities fully underway on this effort. Phases 5 and 6, the design level is at the 90% completion, and remaining activities on this include the design, the right-of-way acquisition, then subsequent utility relocation, and then construction. And as I mentioned, Phases 1 and 2 have already been built as part of this corridor. 22nd Street, this is the bridge of the Union Pacific Railroad, or what we refer to as Phase 2. You just approved the IGA that's now authorizing all the remaining funds for this project effort. Design activities are complete. All the advanced preparation activities are complete. The funding package has been sent off to Federal Highways and is going through their last clearances and as soon as they receive that, combined with the action you just took, the project will be advertised for construction on this. So, essentially the Phase 1 portion has already been done. This Phase 2 portion is pending. Barraza-Aviation Parkway, this is a project where it's identified for advanced right-of-way acquisition and some design activities that'll be done in conjunction with ADOT and their efforts as part of the Highway 10, and then Highway 210 improvements. Funds are available to ADOT in fiscal year '26. This one also has Period 4 Compliance requirements in which they must start activities and start drawing down those funds prior to July

1, 2026. So, it's the design and right-of-way acquisition that will fund and then it's part of a larger project that'll be funded the remainder by ADOT or a portion of that, they'll be covered in the RTA Next. Irvington Road, this goes from the, basically the Santa Cruz River to east of I-19. This project is being done in conjunction with ADOT. You're hearing a common theme where there's overlap opportunities. They're reconfiguring the interchange out there to improve the overall safety, efficiency and operations. So, this was another opportunity where the improvements that were called out for in the RTA plan can be overlapped on that as we've done with other interchange projects. Design activities are underway on this. They've just completed the 60% milestone, working towards the 90%. This is also a period four compliance requirement but it's anticipated that this project will be ready to obligate and then advertise for construction towards the tail end of the year with activities lining up for next year. So they'll certainly meet that deadline. One of the key things on this that the team has been very, very cognizant on is the desire if need, if not need, to make sure that we don't impact the business community during the one holiday season. So, it's been very specifically targeted, laid out so that that requirement can be met and essentially you hit it once, but it's only one time, and it should span that timeframe fairly adequately. Valencia Road from I-19 to Alvernon. This was an IGA approved last fall. The design consultant contract activities are actually underway. This is another period for compliance effort. So, the team is working on that and they'll be working with the City to get this project under a final contract and get design activities started ASAP on that to make sure we hit the construction obligation of starting activities out there by July 1 of next year. Valencia Road, Kolb to Houghton construction of what we often refer to as Valencia East. Construction activities are fully underway on this one. The IGA was happened to be started in 2016, but it coincides with some of the improvements that were being done at the Kolb Intersection, and then initial design activities, they got up and running. Since then, this project has continued to move fairly quickly, seamlessly, and it's out there now fully under construction with crews working up and down the whole corridor. 22nd Street from Camino Seco to Houghton Road. Design activities underway, we just held the 30% milestone open house review last Thursday. As we typically see on east side projects, we had approximately 100 citizens and residents that wanted to come

learn more about the project, ask questions. So, a very engaged part of the community, as I'm sure everybody's familiar with. So the remaining design, right-of-way acquisition, this was another one that with your approval, we'll be able to initiate that activity. They've already been doing the preparation efforts. This allows it now to move into the financial transactions and begin the actual negotiation efforts. So, they have remaining design, right of way, the environmental permitting, utility relocation and construction pending. As you hear me mention with other projects, this is also a Period 4 Compliance project. Harrison Road, this is a new bridge over the Pantano Wash. Consultant selection activities on this project are also underway. So, essentially all remaining projects have some form of activities in some form of progress on this. Period 4 Compliance is required but the design right-of-way, acquisition, permitting, utility relocation, and construction is forthcoming, and the IGA approved the entire allocation so that the City can utilize an accelerated alternative delivery methodology on this project as well. Houghton Road, from Irvington to 22nd, the seventh segment out there, the IGA, this is one of those corridors that's been in place for a number of years. Phases 1 through 6, which essentially connect I-10 to Irvington, and then 22nd Street to Broadway have all been completed and open and operational. And the utility relocation, I think they're wrapping up the last of the right-of-way activities, and utility relocation now is ongoing and is expected to continue through this year. And then we'll look to advertise this project next year sometime when suitable completion has been achieved by the utility providers. Across the categories, there's too many on these, but I'll try to hit the highlights on these. For the elderly and pedestrian safety or what we refer to as element number 37, the safety devices, primarily in the form of speed feedback signs, those were installed in South Tucson, put in place last fall, and those are up operating and fully functional now in that particular jurisdiction. We have a number of activities underway with pathways, bikeways, the sidewalk, probably in the neighborhood of about 10 active projects utilizing RTA funds for that in various stages of either early design or all the way into construction. And then lastly, in the transportation-related wildlife linkage aspect of it, working closely with the Tohono O'odham Nation as well as the ADOT, we have design activities and initial concept underway, and we've been working with the communities out there to share input, feedback, have that ongoing dialogue and

then once we get concurrence, we can move forward with the detailed design, subsequent construction. With that, I'll turn it over actually to James Towe, my colleague. He'll give you the financial run through of all this. And then we're all available to support any questions or support your discussion going forward.

James Towe: Thank you, Mr. Chair, members of RTA Board. To complement Mr. Ellis' project update, we've included financial exhibits in your packet detailing the remaining element one roadway projects. The funding in the 2025 to 2029 TIP exceeding the 2006 ballot amount. A supplemental funding sheet is included to provide detail to projects with additional dollars as a companion to the remaining projects' exhibit. This is followed by the funding needs exhibit, detailing all projected RTA financial resources and projected expenditures. This provides revenue and expenditure detail for elements 1 through 4, administrative expenses and bond debt obligation. If we look at the remaining projects exhibit, the 15 projects total over \$1.1 billion. Keep in mind that this list includes \$238.5 million and projects or segments deferred to RTA Next. The deferred projects consist of the northern segment of Silverbell Road, First Avenue, Orange Grove to Ina, 22nd Street between Interstate 10 and Kino, plus the northernmost segment of the Houghton Road corridor. The four deferred projects or segments are projected currently to require over \$238 million to complete in today's dollars. The column labeled all funding sources to complete projects consists of current TIP programming and IGAs or amendments consistent with a particular project status. Projects listed could have segments completed several years ago. The funding for that activity would not be included in these calculations. We are attempting to isolate a project to its current resources and needs. The aggregate for the 15 projects listed does not, as I mentioned previously, provide funding for deferred projects or RTA projects where supplemental dollars have not been identified. Moving to the cost-to-complete summary and projected local funding needs, we have identified... Sorry, could we move to the next one? Thanks. Moving to the cost-to-complete summary and projected local funding needs, we've identified nearly \$836 million in resources in today's dollars. Including our excise tax projections in the fiscal year 2025 RTA budget and excise tax revenue projections, we anticipate for the fiscal year 2026 RTA budget. This is nearly \$218 million in projected excise tax revenues.

The next line includes about \$22 million in maintenance of effort and other contributions that support transit programs and services. Previously programmed HURF funds and funds available in future years are listed with planned STBG over the 5-year period of the current TIP. All HURF and STBG from the current TIP and programming remaining from previous years is more than \$327 million. We can then see federal grant dollars and local dollars from various jurisdictions for an additional \$80 million or so. \$20.5 million in the FY 2025-adopted RTA budget restricted funds are subtracted as those dollars are already captured in the sales tax collections discussed previously. Cash on hand is over \$261 million. Most of these dollars are encumbered, meaning that budgeted dollars from previous years for specific projects remain unexpended, but have been spoken for. Our total resources are over \$888 million with a present day value of about \$843.5 million. Finally, we reduced by just under \$8 million restricted dollars from the FY 2026 RTA budget required by statute. That leaves us with just under \$836 million in projected resources through fiscal year 2029. The current estimated cost to complete is \$1.16 billion. This total includes all remaining roadway projects, including the four projects deferred to RTA Next. This amount includes all potential ineligible costs or utility costs. This is the total cost for the remaining RTA program based upon our most recent cost estimates. If we drill down a bit and remove the deferred projects showing no funding in the current TIP, we reduce cost to about \$921 million. Using a 5% estimate where appropriate for utility contributions or otherwise ineligible expenses, we cut the cost to complete by an additional \$43 million. Then we subtract HURF and STBG year-end expenditures to conclude fiscal year 2024. These adjustments leave us with a net cost-to-complete the non-deferred RTA projects at \$839 million. And finally, we subtract estimated expenditures from elements 2 through 4, debt service, and administration for a total of \$120 million. Based upon present value dollars, all expenditures totaled \$959 million. With anticipated resources of \$835.8 million, with present value dollars, our anticipated funding need exceeds our projected resources by \$143.7 million. RTA regulations require fiscal constraints and annual budgets. To maintain these constraints beyond FY 29, an estimated revenue of \$143.7 million is needed. Thanks.

Mayor Winfield: Thank you for your presentation. Mr. Moghimi.

Farhad Moghimi: Yeah, Mr. Chair, if I may add, thank you. If I may add, again, if you recall at the last meeting, this was the request to make sure that we have a one pager that has all the expenses, all the revenue sources, and what the bottom line is. And the bottom line, as we just discussed, is \$143 million. And the reason for that, if you recall, was the significant cost increases within the last 3 to 4 years. So that's the previous sheet actually has a column at the end that shows what is the additional cost increases for those individual projects or phases of projects. So, obviously, it is a challenge. The \$143 million additional revenue was anticipated, even the audit, as you requested, we'll send the audit out, the audit recommendation was that you are going to be \$140 million roughly in a situation that additional revenue is needed to be brought to the table to finish these projects. So it's nothing new to us, we've been discussing it, we've been anticipating how to address these additional cost increases. And we're not unique. This is happening across the country. Every entity is addressing the recent inflation cost increases and how to deliver programs. Even our sister organization, MAG, is addressing the same issue. So, the options are very limited. Obviously, you can phase the projects down and phase the project to match the budget. So that's one option. The other option, obviously, is to bring additional revenue in from other sources. So that's the second option. As James mentioned, we already had four projects that RTA Board moved to RTA Next as another option. So those are really a list of options for what could be done to complete all the projects with the additional needed revenue.

Mayor Winfield: Thank you. So we'll open it up now to the Board for questions, comments. We've got Mayor Valenzuela, and followed by Mayor Romero, Supervisor Grijalva.

Mayor Valenzuela: Thank you, Mr. Chair. So, I'm just trying to understand the process that determines these extra costs of material and labor so we're not in this place for RTA Next. So, can somebody please explain to me what that process is?

Farhad Moghimi: Yeah, so I'll start and then I'll ask Rick to come up and give

you the more expanded version. The short version is that you have planning level cost estimates that we all know is very high-level estimate. And then as you start designing the projects, you get more and more detailed information, so you can have more and more detailed cost estimate. A lot of these projects were planning estimates to begin with, but as Rick just explained, as you get into 50% design, 60% design, then you get a better estimate. Even then when you complete a project, when you put it out to bid, chances are that the contractors are going to come back with potentially a different cost. So, it is a very difficult science to get it 100% right. You have to always monitor and update. So, if you want to add anything to that, please?

Rick Ellis: I would say I'd probably take it and just expand on that a little bit more because those are the critical steps. We actually developed pictorial representations of what the projects would look like. So we had two-dimensional capability 20 years ago. We now have 3-dimensional modeling capability that software allows us. We can see what it's going to look like, look at it, point at and go, "Oh, I like it, I don't like it, etc." We also incorporated with our estimating team contractor level input, feedback and numbers. What are they seeing on estimates? We're not just relying on other similar projects. We're saying, "What are we actually seeing on some of the pricing?" So, we had up-to-date, real-life, real-time for this type of work in this type of setting with this type of situation. The third part of that, to expand on what Farhad talked about, we incorporated the jurisdictional efforts. We brought the delivery folks in board with this. The first one also had some involvement, had that iterative effort, but we took the extra time on this. It ran a little over, but we made sure, are we in line with how they intend to deliver it? Where they see two stages, we will incorporate that cost for that phasing. And along those lines where we see potential risks, we're going to make sure that's identified and spelled out, not just all lumped under a single number. So, we took all the lessons learned experience that we've gleaned from that and expanded in multiple areas. And trust me, that is the short version.

Mayor Winfield: Mayor Romero.

Mayor Romero: Yes, thank you so much. If I understand it correctly, per RTA

staff, the options to close the shortfall include, one, local jurisdictions cover the shortfall for their projects. The second option is project expenditures be reduced. And then the third option is that we defer to the RTA Next all of the projects that have scope changes. Am I correct? Is that what you're suggesting?

Farhad Moghimi: I'm sure there are more options, but those are the ones that are mostly immediate.

Mayor Romero: OK, being that the City of Tucson has the majority of the projects, I think more than 10 projects that have unfortunately been put in this situation, the local jurisdiction covering the shortfall is not an option for the City of Tucson at this Board. We have been working with staff to look at the projects that we have as a City and be able to have the Board's approval to have flexibility at the scopes of the project. We've done it before with Broadway. We've done it before with First Avenue from Grant to River. We would like to make sure that the Board understands that we can come up with solutions as a City of Tucson to figure it out. But we need the discretion and the flexibility by this Board to be able to offer more options. So I just want to note that I'm not coming to this table with just complaints. I could easily throw a fit and tell the RTA staff, "How dare you tell the City of Tucson that we have to come up with our own money." When in 2006, we promised the voters we would deliver these projects with the RTA funds. And so I think in the spirit of being able to work together, we can as a City, but we will need some flexibility from the Board to be able to offer answers and the ability to move forward, just like we did with First Avenue and just like we did with Broadway.

Mayor Winfield: Supervisor Grijalva.

Supervisor Grijalva: Thank you. I was wondering if the estimated revenue portion of this table here, if it includes the interest rates from the cash balances in the HURF 12.6 or the RTA account?

Farhad Moghimi: Mr. Chair, Supervisor Grijalva. So again, the estimate that we have currently is what's allocated in the TIP documents. So that's the information

that is in the adopted TIP. We use those numbers as the revenue. The TIP is updated every two years. As it's updated, those additional funds may follow, but we won't know that until they're actually brought to the table by the state and we're able to program it into the TIP. So, TIP is the adopted document that the numbers come from, and we're committed to those.

Supervisor Grijalva: So then thus far, you would say, yes, until it's updated and then we get, OK.

Farhad Moghimi: Updated again, yes.

Supervisor Grijalva: Thank you.

Mayor Winfield: Other?

Mayor Murphy: Well, I agree. I think that we should be able to give as much flexibility as possible. The only thing, I don't know if that means more value engineering or reducing the scope. Because the only thing that knowing we're going to hopefully go for RTA Next is when we reduce 6 lanes to 4 lanes. I just always want to be cautious because what we told the voters we were going to do, I'd like to at least be as close to what that delivery looks like. Because then if not, we lose the trust of the voters. If we said we're going to do X and we do Y, and whether it's a trust issue or a legal issue, that just concerns me. But certainly figuring out various ways to get there, it would be obviously good.

Mayor Winfield: Mr. Maxwell.

General Maxwell: Thank you, Mr. Chair. So, I've got a question. Let's use the First Avenue, River to Grant, as the example, because it's one of the things, flood issues and other things that came up that put some delays on that project, it's gone a long way. And I know the City's made some amendments. Well, I guess my question is the \$141 million that we're currently listing as the updated cost to complete, is that based on the current design that the City's got or is that based on the part of the original design? Is it up-to-date, I guess, is my question.

Rick Ellis: So, the estimate we're using for the First Avenue project is based on the feasibility study and then updated last summer. We won't have another update until probably the tail end of this year when they complete the design concept report. And that's when they'll have a better idea of what the actual design will look like. So, we're operating off of what had been done through that feasibility effort, which did include a detailed cost estimate.

Mayor Romero: I don't know if your question, if I may, Mr. Chair, I don't know if your question was answered, Mr. Maxwell?

General Maxwell: Mayor Romero, Mr. Chair, I guess that's my question. I don't know if that study that was done two years ago aligns with the latest design or latest thoughts from the City of Tucson. Because if we're trying, I mean, we're talking about we've got to make up \$143 million and we could find one of these projects, any one, some of the more expensive ones and just move it somewhere and we could then finish everything else. But what I think we've got to make sure we're doing is we're talking apples to apples when we're doing it. And I'm just not sure if that \$141 million aligns with the latest and maybe —

Rick Ellis: Based on the design efforts done to date and the updates that the project team has shared with us, we expect those to be consistent. Like I said, we'll have a disconnect on the milestones between what we did last summer, we updated that, but they're hidden for the next big one, which will be then later this year. But right now, based on team activities, efforts, initial feedback, the assumptions, how everything compares with how that's evolving along, nothing seems astronomically out of whack. We're not looking at something going, "Wow, we really assumed there was going to be just a bridge we could modify. Now we have to replace it." Everything that was incorporated in last summer's efforts is still consistent with the practices we're seeing now. Does that do a better job of answering your question?

General Maxwell: I think so. I know what the follow-up questions outside the meeting will be. We can probably just get an answer from the City and talk to

Sam and Tim where they are. And for the record, since we've been talking a lot about the interest that's held by state, I'm going to go back to Greg Byers and others and ask exactly how that interest is held by the state and when and if it gets allocated to the region so that we can have a better idea of what we've got coming in. Thank you, Mr. Chair.

Mayor Winfield: You bet.

Mayor Romero: Mr. Chair?

Mayor Winfield: Mayor Romero, and then Supervisor Grijalva.

Mayor Romero: I do believe that the First Avenue cost estimate is an older cost estimate. I think it was two years ago. And the more the projects are delayed, the more the inflation affects them. I guess my question, just to follow up on your question, is if the \$143 million shortfall is based on 2006 language in terms of the cost estimates at that time or real 2025 numbers?

Farhad Moghimi: Mr. Chair, Mayor Romero, again, it goes back to this diagram that has most recent cost estimate compared to what's available and then this handout has what's available and what the \$143 would come from so it is as recent –

Mayor Romero: So there, the \$143 is recent?

Farhad Moghimi: Yep.

Mayor Romero: OK. I guess for me, there are a couple of questions that I have, if I may follow up on it. The RTA Board at the recommendation of the Technical Management Committee requested at its January 2014 meeting that regional funding from the fiscal year 2020 to fiscal year 2026 be used to address the decline of forecasted RTA revenues because of the Great Recession. And so regional funding means PAG funding and that's, I think, you were alluding to that question, Mr. Maxwell. There are still needs for the City of Tucson to be able to

tap into regional funds. And so we have to make sure that this Board talks about how we use regional funds to continue plugging into a hole that really was created a long time ago and many of our jurisdictions have been able to use regional funds to plug holes for the RTA projects. So, I think that we have to come to a conclusion. As a matter of fact, Mayor Honea, that's one of the last things that he told me, right? He's like, "Are we going to use PAG funds? Do you want to use PAG funds as the City?" And I think we've got to be able to, as we move towards an RTA Next, we can't continue forward with RTA Next, looking at the plan that we have in front of us today, the draft plan, without figuring out how we deliver the promises to the voters. We can't say, "Oh, you know what, there's \$143 million that we can't deliver to you the projects we promised in 2006 but here's the RTA Next." Voters will ask us, "You're not delivering what you told us you were going to deliver in 2006. How do you plan to do that?" And we might have to talk about if one of the options presented is to defer to the RTA Next, then what projects get kicked out because of available funding that we've put together. This is something that we all talked about the last meeting and so we've got to be able to find these answers in order to actually present an authentic and real RTA Next plan to the voters of our region.

Mayor Winfield: Supervisor Grijalva.

Supervisor Grijalva: Yeah, and I was just wondering, for these projects that'll get deferred and moved on to RTA Next, are they a priority? Are they Period 1. OK. And then have we had an opportunity since some of these projects were submitted some time ago, and because of all of the other transportation needs and resolutions that have been created by some of the completed projects, have, like our transportation experts had an opportunity to evaluate if the need is the same or if it's changed, if it's increased? I mean, one of the things I'm thinking of is if we were able to establish some of these interchanges? For example, the widening of Mission created a little bit of alleviation, let's say on Ajo? I know this because this is where I drive every day. So, it did help a little bit, right? But if we go with one of the projects that is outlined and reduce a lane in order to have bike path, that will have a ripple effect.

So, how are we looking at some of those and some of the projects, let's say, on 22nd and I-10, that's something that people have been talking to me about forever. Like, when are you guys going to get that done? And so, I think it's really difficult, especially, if we're focusing some of the deferred projects from the base of a lot of the voters that'll be deciding some of these projects. If off the top of their head, they're like, "I know you didn't do that one because that's what you said you were going to do and you didn't do it." So I just think that we have to think about how we prioritize some of these projects because I think that if you look at some of these really large deferred projects that haven't been started at all, I think it's going to be a hard sell for some of our voters.

Farhad Moghimi: If I may Mr. Chair, Supervisor Grijalva. So, the Board had that discussion when they decided to defer the four projects. Those four projects all have, not only cost increases, but modified scopes as well. So Silverbell, for example, 22nd Street, First Avenue, North of Ina, and Houghton Road. So, all of them are coming with the proposed scope changes as well. As part of that exercise, if the Board decides to move any other project to RTA Next, and we'll go back and do the same, there'll be a value engineering, there'll be a cost estimate again for making sure that it's consistent with RTA Next cost estimating. So those four deferred projects went through that process. And then if we add one more, then that would be going through the same process as well. And then to answer your initial question, that was Board's direction that those four projects will be in the first 5-year period.

Mayor Winfield: Mr. Maxwell, and then Mayor Post.

General Maxwell: Fully agree, we have to solve this RTA One question. It's going to play on the voters minds, not to mention on all of our minds and coming to an agreement with what we want to go forward. So, I do think, but what I think's important to remember, RTA One was based on the baseline prediction, 50% of the time revenues going to be above, 50% of the time revenues are going to be low. If you just took out the downturn in 2008, we'd have that money. So, when we say we don't have it, there is a reason.

That's part of the reason we've said, as a Board, we want to go through with the pessimistic. Now, again, just using the economics of it and the odds, and anybody who's a gambler, you got to play those odds. 80% of the time, revenue should come in above our pessimistic view. So there are some options we've got in there too, and that's coming off the pessimistic view, not go all the way to the baseline, but these are all decisions we're going to have to talk about in order to get to a solution that's good for all of us. I do think the more we talk about it, one, we need to have the meetings monthly until we can get there. But two, if we are going to move it to May, that doesn't mean we can breathe. It means we need to come up and continue to drive this because we've got to come up to the solutions for RTA One in order to be able to sell it. But we cannot forget that there is a reason and ,there's multiple reasons, but one of the reasons is that economic downturn. The other turns, if you also look at the last several years, have been extraordinary and cost increases since the pandemic. We're seeing it stabilize, the State Transportation Board, not going back down, just stabilizing where it is. So, it's we've got some work, but we all have talked about it, I just wanted to make sure the new Board members weren't aware that that pessimistic view is done for a reason. So that we wouldn't face this. And we, of course, all had plans on how we'd spend the extra money if it comes in, but there's never any guarantees. And we do have some options, we just need to decide it before we start moving forward.

Mayor Winfield: Mayor Post.

Mayor Post: Thank you very much, Mr. Chairman. My first observation as the new guy is, and this sounds crazy, but wow, you pulled this in within \$143 million. That's a pretty good feat right there. The second new guy question is, there were a lot of projects that had a start date deadline and what happens to those projects? And, therefore, what happens to the money from those projects?

Farhad Moghimi: I'd be happy to Mr. Chair, Mayor Post. So, the way the legislation is written is that projects have to start within the periods and the periods are every 5 years. And during the audit process, we had two audits, and during the audit process, the same question came up. So their definition is that

you have to start a phase of the project for construction. And our definition of that is you have a project on bid and a contract ready to go, then you meet that requirement. So, within that five years, if you have a project ready to go for construction, you meet the definition of start the project. Completion of the project can go beyond that time period. So, the money doesn't go away, the money stays until you complete the project.

Mayor Post: Then if you don't start the project?

Farhad Moghimi: Fortunately, when we had that conversation with the audit team, obviously, they would encourage us to start it within the 5-year period. And the response was, "We'll have to see how you perform before we can give you an opinion on it." But we don't know what happens if you don't start.

Mayor Post: Thank you.

Mayor Winfield: I think this is a really important discussion that we're having, right? And I think we have the right people around the table to solve this particular problem. And I think Mr. Moghimi, you mentioned when you laid out a few options, and Mayor Romero spoke to some options, one of that you said were some additional resources. Could you just elaborate on what you mean by additional resources?

Farhad Moghimi: Of course, be happy to Mr. Chair. So, in the memo, there's some opportunities for potential RTA revenues to be recovered. We've had this conversation before with the Board. So, there are some parcels that have been purchased for RTA projects and then the remnant pieces of those parcels are still good developable parcels of land that can be sold and once those purchases are completed, the revenue can come back to the RTA. So that's another revenue source. If that revenue comes back to the RTA, obviously, that'll free up some revenue for new projects to be completed, that's one source. There were a couple other projects that we had revenues that are due to the RTA based on scope changes and scope expansion. So those conversations are ongoing. So there's some opportunities for those revenues to come back as well. But those

are smaller amounts, obviously. So, we'll continue to update you on that. Anytime there's an opportunity to recover some revenue, we'll update that number and bring it back to you.

Mayor Murphy: Mr. Chair, to the remnant parcel one, I know that was a few months ago that the staff was going to go back to all of our staffs and find out where they are and have we recovered and all of that. Can we get an update? Maybe today's too soon, but on where the status of that is? Because I think that is one of the fixes to Mayor Post's point, you know, we're getting closer. So, if it's a hodgepodge of solutions, it's still a solution, right? But I know we were supposed to do a survey of where those parcels are and get them back, and I just haven't heard anything.

Farhad Moghimi: Yes, Mr. Chair, Mayor Murphy. Yes, we're going through that process and be happy to update you at the next meeting. I think, again, we still see opportunity to put some of those parcels on sale and hopefully recover the revenue. So at the next meeting, we'll probably have more details for you.

Supervisor Grijalva: I just wanted to bring up the fact that if we're going to move any of these projects off into RTA Next, then wouldn't we have to look at the projects in RTA Next and make some deletions in order to accommodate that?

Farhad Moghimi: Yes. So, Mr. Chair, Supervisor Grijalva. So, that plan obviously is the next item on the agenda, we'll talk about it more, but just at a high level that plan is still a draft plan. So, obviously, we want to make sure that plan is fiscally constrained as well. Yes.

Supervisor Grijalva: OK, thanks.

Mayor Winfield: Mayor.

Mayor Romero: Mr. Chair, thank you so much, really appreciate it. There are several mentions in the memo by Mr. Moghimi that concern the City of Tucson. This language is concerning to us because in terms of incremental costs and of

scope expansions, one of the conversations that we've had is that according to Mr. Moghimi, the City of Tucson and Pima County spent more funds on Houghton going from 4 lanes to 6 lanes. And we've talked about the refunds that the City of Tucson and Pima County owe the RTA. Our staff submitted information on how the City of Tucson paid for those expansions back in June 21 of 2024. And our staff met with the RTA staff in August of 2024. Our staff explained how the City of Tucson had already paid for those extra expenses from our own pockets. We did not charge the RTA for those expansions, yet it's still this information and it's old information. It's still presented to you as though the City of Tucson and Pima County is still owing money. We never heard back from RTA staff past August of 2024. So those are the types of really drilling down that we need to do either here in public or having staff meeting with maybe the Chair and the Second Chair of the RTA with our staff so that we can kind of nail down all of the back and forthness that has been happening on this issue. The second piece that I wanted to talk about is that the memo from Mr. Moghimi talks about, from this point forward, lead agencies are responsible for incremental cost increases unless the scope change and/or its associated cost have received voter approval. So, Mr. Moghimi keeps saying that any scope changes need to be approved by voters and that goes back, Mayor Murphy, to what we talked a little bit about earlier, which was the City of Tucson needs some flexibility in order to be able to deliver the projects that we promised the voters that we would deliver. But this memo says, "No, you can't do that. You have to go to the voters to make scope changes." Can Mr. Moghimi please clarify what this means in terms of from this point forward, voter approval is required for any significant project increases? Again, I'm having a hard time understanding why this did not apply to Broadway? Why it did not apply for First Avenue? Can you please share or explain what you mean by this statement, Mr. Moghimi?

Farhad Moghimi: I'd be happy to, Mr. Chair, Mayor Romero. Again, the conversation on the four deferred projects, if you recall, was all four of them have the scope change as well as the cost increase. So that was the metrics that we used for 22nd Street out in Silverbell and First Avenue. Those all proposed scope changes and cost increases were significant enough to justify voter approval. So same thing, now we've reached that spending limit that anything else that goes

beyond that spending limit authority, the voters have to approve as well so unless it's not RTA funds, and that's the definition there.

Mayor Romero: Mr. Moghimi, the reason that we moved the four projects for the RTA Next, this Board approved it, and we said we are moving those forward because those are nowhere near ready for RTA One. The projects that we're talking about are the ones that are ready to go. Most of them we've been stalled as the City of Tucson. Grant 5, 6 I can think about is a project that has been stalled. We're 90% designed, but RTA staff have gotten in our way in terms of acquiring property to do that expansion. If staff is not letting the City of Tucson acquire property to do an expansion, then that has to be flexibility again to be able to say, "OK, we don't want to spend \$100 million in acquiring property, but how can we find a solution that will keep us as close to the expenditure that we need to do as possible?" So again, I'm not understanding why Broadway Boulevard was able to be approved by this Board for scope changes as well as First Avenue from Grant to River. This Board approved scope changes. I'm not understanding who made that determination that from this point forward, lead agencies are responsible for incremental cost increases and going to the voters for scope changes when Broadway and First were treated completely different.

Farhad Moghimi: So, I'll be happy to share the legal memo for Broadway that explained that Broadway changes were within the spending limit authority, and the Board had the authority to do that. And maybe that helps explain that a little bit more. So, at the time, Thomas did a legal opinion that Broadway was eligible because the percentage of changes at the time was only 1%, and it was within the allowable change. That might help, and then at the next meeting, we can dive in a little bit more in the legal aspects of it, if you wish. But, again, those four projects that were deferred, we didn't have the additional revenue for cost increases and all four have scope changes and that was why this Board moved those projects to RTA Next.

Mayor Winfield: I would like to just acknowledge, accept that I'm happy to meet with your staff, Mayor Murphy. We're happy to meet with you, PAG staff, Mr. Moghimi, City of Tucson, to clarify some of these concerns.

And in regard to the supplemental funding, if I could just briefly. The projects that have been completed to date, I think, I believe all but three, have had supplemental funding from PAG. Also, as you look at the 25-29 TIP, there's about \$324 million of supplemental funding, again, PAG funds. If that \$143 million were made up or was other resources was supplemental funding, we're talking \$468 million of PAG funds, if you do the math, that represents 15 to 16 years of PAG funds being encumbered in a sense or, and as you acknowledge, Mayor Romero, Supervisor Grijalva, and all of us, we've all benefited from PAG funds. And a concern that I have expressed, and I believe Mayor Honea expressed, although he's not here, I can't speak for Mayor Honea, but I think one of his concerns was that about having those PAG funds encumbered for 15, 16, maybe more years. So, I mean, I'm heartened by the fact that there seems to be some interest in perhaps looking at some projects that could go to RTA Next, like the four that have been identified. We've talked as a staff, and I'll just throw this out as a potential proposal, of the idea of instead of 0.05 or 0.055 or 0.06, and then those additional funds would become those supplemental funds. And then that would free up the PAG funds. So that would be another approach and those monies would be specific to those projects that were not completed, and that because there was a shortfall and so on and so forth. So anyway, I don't know if the Board, Mayor?

Mayor Romero: Mr. Chair, I just want to make absolutely clear. I do not have the input from my Council colleagues to be able to say, "Yeah, we're going to push more projects forward." As a matter of fact, my colleagues on the Council are very frustrated that there's been so much delay in getting the cost to complete to us. And the grand majority of the projects that are not done are inside the City of Tucson. So, I am not, just to be absolutely clear and on the record, I am not saying that I am open to pushing additional projects beyond the four that we all selected to an RTA Next scenario because we don't have the answers to all of the questions that we have.

Mayor Winfield: Thank you, I appreciate that. Mayor. Mr. Maxwell.

General Maxwell: Mr. Chair, thank you. Mayor Romero, I fully understand the

hesitation. I think where we're at now, is we're at a point, I mean, you heard the Chair allude to, well, maybe we look at a 0.055 or a 0.06, but I think there's still other options in between there too, remember, we said it at the pessimistic level. So, there is a way we can make those things happen, but we have to have the discussion. We have to talk through the options. We do need the answers. I'll be real honest on the remnant parcel, we asked that question a lot longer than two. We haven't met in four months, we haven't met since September. We've been asking it, but since before that, we really do need an update at the next meeting with a list. Because we've said it's countywide, we don't want you looking at any one section or anything. Get countywide remnants that are out there that maybe have some value that we can be maybe a little bit more aggressive. That's our responsibility. If we've got land out there that's not bringing any money to the table, let's get aggressive about this. I do think the next meeting, we'll talk about a little bit about the target date again, and then we have to get serious about bringing some different ideas to the forefront. I thought we've made a lot of progress getting something to the vote or to the voters or the citizens, the community to give us some feedback on. We're going to get some of that. There's a lot of movement, but I think we shouldn't rule anything out yet. And that's what we've got to keep our mind open. Thank you.

Mayor Winfield: Mayor Murphy.

Mayor Murphy: Yes, and certainly, I'd be open to the idea, especially if it's a small incremental. And then I guess the way I think of it, unless I'm wrong, if we're getting close to the end of RTA One, depending on what's going to start, we're going to be in the timeframe of RTA Next, right? So, if it was an incremental amount and it was front loaded with, let's say one just moved, right, one additional project moved to RTA Next. And if it was first on there, I think the timeframe would be the same and we're just overlapping it. If you're starting it in 2027 and even call it RTA One, or we call it RTA 2, it's still 2027 and it's still one project. And we brought a little bit of supplemental funding to it, I think that would be a possibility to sell it and hopefully it would make the council comfortable. If it's 2027, I don't care what we call it, it's 2027, but that's still up for discussion. Thanks.

Mayor Romero: Thank you. I think that just like every other jurisdiction was able to go back to PAG, I mean, the Technical Management Committee recommended at that time that we tap into PAG funds to finish projects that had been either had started. And so Sahuarita took advantage of that, Marana took advantage of that, Oro Valley took advantage of it. Pima County took advantage of it. And now that the City of Tucson is requesting that we use some PAG funds, and I agree with you Mayor Winfield, maybe we don't use all the PAG funds, right? We need to make sure that we have regional funds to be able to invest in other priorities for other jurisdictions. And really, to be honest with you, I'm thinking especially the Pascua Yaqui Tribe and the Tohono O'odham Nation, those two jurisdictions really benefit from using PAG funds for projects at their reservations. So, I'm not saying that the City of Tucson would want to use it all, but it has to be supplemented. The City of Tucson worked really hard to bring additional funds for projects within the RTA. \$25 million in RAISE funds from the federal government that we brought. We are trying to find solutions to this while still working to the benefit of all the other jurisdictions. But it cannot be said, especially by the executive director, that we can no longer tap into PAG. That decision has to be made with all of us in conjunction with flexibility to look at the projects that are left to complete in order for us to be able to even venture into saying, "OK, let's put even more projects into the RTA Next." That's all I'm saying. And I really appreciate Mayor Winfield, I know I volunteered you, but for you saying that you would love to be able to sit down and see what type of solutions we can come up with.

Mayor Winfield: OK, thank you. All right, well, I appreciate the discussion for this particular item. I think we'll bring it to a close and move on to item 11. Mr. Moghimi, this is RTA Next plan development update.

11. RTA Next Plan Development Update

[Item #11 Video Link](#)

[Item-11-RTA-Next-Plan-Development-Update-Presentation.pdf](#)

Farhad Moghimi: All right, Mr. Chair, members of the Board, again, as you recall, we have a draft plan that was recommended for public review at the last meeting, and we also have some of the policy discussions that were tabled at previous meetings. So, with your pleasure, we can talk about the policy items first, and then after that we'll dive into the feedback we received on the draft plan. So that might help structure the conversation a little bit better.

Mayor Winfield: Right, OK, I appreciate it. How about if we reverse this?

Farhad Moghimi: That's fine, at your pleasure.

Mayor Winfield: Yeah, let's reverse it.

Mayor Murphy: You're the chair.

Farhad Moghimi: So with that, so again, I'd like to come back to the policy discussions as well because they're obviously integrated into any changes you may want to make. So, Jenny's going to help provide an overview of the feedback we received. You have the summary report in your packet as well. Hopefully, you had a chance to look at it but this is just a high-level kind of what we heard from the feedback of the survey exercise. Jenny.

Jenny Fiore-Magaña: Thank you. Thank you, Mr. Chair, members of the Board. I'm Jenny Fiore-Magaña, and I'm the Director of Outreach and Engagement for the Pima Association of Governments and the Regional Transportation Authority.

Mayor Murphy: Can you just get a little closer to the microphone?

Jenny Fiore-Magaña: Sure. I'm notorious for being a low talker, so I'll do that. So, I'm here to share an update, as he said on the RTA Next plan survey outreach efforts that have taken place since the Board last convened. Following the Board's approval of that draft plan for public input at the end of September, our staff has focused on outreach in two big ways. We were focusing

on broad community awareness of the draft plans availability for public scrutiny, excuse me, and pursuit of public feedback on that plan through a comprehensive strategic outreach campaign. And before we move into the part of this presentation, I want to note that our work seeking that input was enhanced by efforts from a local PR consultancy, particularly, on reaching traditionally hard-to-reach communities. That was Gordley Group, and I want to thank this Board for endorsing that effort, it was important. Here's a high-level overview of the 6-year, approximately, 6-year RTA Next plan development process. This is just for situational awareness, showing where we are in that timeline. As you can see, current phase here shows that public feedback step under the green circle that says current phase. It's kind of hovering over both because we're in the midst of both here. That effort was to help informally gauge public sentiment on the current draft plan. Before we step into the results, I want to talk about what the survey was and was not designed to do. So, this will be characterized as a qualitative trend survey. It took place from approximately mid-November through the end of January. And I would look at it as a tool, one tool for the Board when reviewing plan refinements and eventually finalization of the RTA Next draft plan. Complementary of course to other feedback. The other plan feedback that you are receiving, for example, from your constituents. You heard some feedback today in the call to the audience. Other mechanisms throughout the plan development. And on that note, I think we should talk about what it's not designed to do. So as a qualitative trend survey, it's not designed to be a scientific sampling, and it is certainly not designed to be predictive of voting outcomes. Before we step into some high-level results from that outreach effort, I wanted to talk about the way our outreach was conducted. These are some snapshots of some of the numbers that tell you the tools and techniques that we use to reach our audiences across the County, across the region. Fifteen open houses, a virtual event for those that could not, or chose not to attend, an open house in person, multiple email notices, newsletter articles, both from within RTA and PAG, but as well as from some of our jurisdictional partners, community groups and presentations. We reached out to many, many, more than 100, and with Gordley support, more like 180. Some reached out proactively to us and so on. The full details of these efforts are included in the report in your packet, but this gives you an idea of the outreach effort.

And before we move on, some people puzzle over that 5 million at the top of the slide, knowing we don't have 5 million people in the region. That is a measure of the impressions of those ads, the digital ads that were shown throughout the region so people were seeing them multiple times. You may have seen them yourself multiple times. And then I would point out the outreach events at the bottom, that number 23, that is Gordley Group's, a piece of their efforts. So there were some events, but they also did intercept surveys. They were talking to people on some of the transit routes, they attended community events throughout the December and January timeframe. So that's just one of the numbers from that report and you will find a detail of their outreach efforts in appendix, I think it's Appendix E, but it is in the back of your report. And then I want to talk about participation benchmarks. I think everybody knows that, how popular it is filling out government surveys or government like surveys, especially, over the holiday season. So, I will say that when we began this effort, we knew we had an uphill climb. We knew that we were coming out of the national general election. We knew that we were heading into the holidays, and that the survey would overlap with the holidays. That said, we did have more than 2,300 respondents. That's about 0.2% of the population. And for more context on that, that's nearly 3 times the benchmark for similar surveys. We were looking at long-range transportation surveys, regional long-range transportation plans, and some of the numbers you see here are from that benchmarking, excuse me, some of the numbers you see here are from that benchmarking. Some examples include the Metro Washington Council of Government's Regional Public Transportation Planning effort. That was done last year. A 12-year regional transportation planning effort in the greater Philadelphia area by their regional Planning Commission, and a long-range transportation plan conducted by the Mid-America Regional Council, and there are several others in the benchmark section in the appendices of the report. Let's dig into the key takeaways. This isn't everything, the full report is in your plan. But the top takeaways here, 60% of people who responded, who chose to participate in the survey indicated that they believe the plan is a good representation of regional needs. 57% of respondents indicated that they would either likely or very likely support the plan as currently drafted and they were all aware it was a draft plan. The plurality of respondents indicated that the funding levels were about right across the board and I say plurality because there were

more than two options for answering that question. It was kind of a goldilocks question. Understanding people responding to the survey may not understand all the nuance and technicalities of what it takes to fund a particular transportation project. What we were trying to get a sense of is, did those funding levels that they were able to see in the draft plan feel like too much, not enough, or just right and so the plurality of them indicated that those felt about right across the board. And last, respondents were a little more focused on what they liked in the plan, the draft plan, than what they didn't like. And where we draw that conclusion is because about 30% of respondents chose to skip a question where they were asked to identify what is the least interest to them in the plan. So given that opportunity, 30% of people filling out the survey moved on. Given the same opportunity to identify what's the highest priority to them, only about 9.4% chose to skip that question. So, they really wanted to speak up on what they liked. Deeper dive here. Let's look at the top 5 projects that were identified in that feedback. So nearly two dozen projects in the plan were mentioned by respondents when asked what they consider to be the highest priority. This is just the top 5 here, and I'll step through them. So wildlife linkages at 29.2% of those who responded to this question, 19.2% for #37, bikeway improvements, 18.5% of respondents identified Cortaro Road, I-10, #4 project, 18.4% of respondents identified #36, the pedestrian improvements, and 16.7% identified #46, bus frequency and route expansion. And which projects were they may be less enthusiastic about? I say it that way, but the question is, what were the least, the lowest priorities for people as they were reviewing the plan? This isn't a question of whether they want it in the plan, it's, the question is, what is the least priority for you? Nearly one-third of the respondents chose not to say. They chose not to answer this question and among those who did, here were their top responses. And I'll step through those as well. Number 1, 14, Colossal Cave Road I-10 to Camino Loma Alta with 15.1%. Number 2 was Palo Verde Road to Ajo Way. That's number one, 14.8%. Number 3 is number 2, State Route 210, Ajo Way to I-10 with 14.7% of respondents indicating that was the least priority. Number 4, Cortaro Road I-10, Traffic Interchange had 13.7% say that was not the highest, or that was of least priority to them. Sorry, Tangerine Road, we're missing a project number, but that was Tangerine Road and the I-10 Traffic Interchange with 13.1% selecting that. There are a couple footnotes here, you'll see that 2 of

the projects in this list were also in the top 10 projects when people were asked what their highest priority is. That's the Colossal Cave Road and Cortaro Road projects and that just may be indication that those are polarizing projects. And when asked what item they would like to see changed, what single item would you like to see changed? If you had to pick something in this plan that you really wanted to see changed, what would that be? More than a quarter of people, quarter of respondents chose not to say and then you see number 2 there, 5.3% of them also said to change nothing and leave as is based on the current draft. But the rest of that list here indicates the percentages are a little bit lower, as you saw in the previous slides. So 9.2% of people who responded to this question wanted to see something changed with wildlife linkages. Number 2, change nothing, leave as is, as I already said. Number 3, more or better transit. Number 4, fixed streets, road paving, road repair. And number 5, less cars and no widenings. That is it for high-level outcomes. I think we now can open up for questions, if you have anything you'd like to ask, I or other staff can help respond to those. Thank you.

Mayor Winfield: Thanks, Jenny, for that presentation. Board, questions? No question. So you meant, it was a qualitative survey?

Jenny Fiore-Magaña: Yeah, the qualitative trend survey. So, it's just meant to surface feedback themes, trends. It's not a poll and you also don't have that final plan for people to respond to. We're just looking for themes and feedback.

Mayor Winfield: And so these results that you're sharing with us, those are from the qualitative survey?

Jenny Fiore-Magaña: Yes. So about the 2,200, and it's like 2,203 respondents. Yep.

Mayor Winfield: And are those separate respondents, or can folks survey more than once, or how is that?

Jenny Fiore-Magaña: No, efforts were taken to make sure there weren't

duplicate surveys. And so when we did the data analysis, we're looking at things like IP addresses and making sure that if there were IP addresses that were seen in duplicate, then they dug a little deeper in those. And those can be, for example, from things like public libraries because we want to make sure people have access to public libraries, things like some people from their places of employment. But then you look at that and go, "Is this an identical response? Is this somebody submitting this response over and over?" And we did not see any evidence of that.

Mayor Murphy: Mr. Chair, was there a heat map done at all about, because I know when I attended the one in Green Valley, there was a lot more respondents down there than there was at the one in Sahuarita. I think there's lots of reasons, busy families, retirees and such but I'd be curious because the number, percentage-wise, is pretty low, if a heat map was done on where the bulk of the respondents came from.

Jenny Fiore-Magaña: Yeah, there's a participation heat map in the appendices of the report.

Farhad Moghimi: Just to add to that, that's based on ZIP code.

Mayor Winfield: Mr. Maxwell.

General Maxwell: I mean, I know this is a load and it's hard on a survey. It's a survey, is a poll that people have to volunteer to take them. So, what you present to us and what's in our reports here, it's just it's the raw data. There's been no weighted, like one of the things I looked at when I looked at it is just like the Hispanic Latino input was 14% where the County is about 42%. So, you did not just any of the results for any weighting at all, it's just raw data?

Jenny Fiore-Magaña: Correct.

General Maxwell: OK. So, a poll on the other hand could do that?

Jenny Fiore-Magaña: You can do so much with data if you decide what you want to do with it.

General Maxwell: Of course, I understand. All right, thank you very much.

Jenny Fiore-Magaña: Yeah, you're welcome. Thank you.

Mayor Winfield: Other questions? Mayor Romero.

Mayor Romero: Thank you. I noticed the same thing, Mr. Maxwell, that the Hispanic Latino community service respondents were significantly less than the actual demographics of Pima County. So, 14.6% responded versus 42.4% of the actual Pima County population. Part of the conversation that we had had at this table before was that we do different outreach efforts with the survey. I think all of us were really interested in terms of like going to people so that they could give us input. I know that you had like town halls, was there any other efforts to reach the hard to reach?

Jenny Fiore-Magaña: Yes, I can talk more specifically about how we worked with Gordley Group. Their focus was on the traditionally hard-to-reach populations, and we defined that as their primary audience in that targeting of hard-to-reach populations was Hispanic, were Hispanic and young adults. In doing that, there is a detail in the appendix, but I'll go over some of it here, that was going out to community events. Meeting people where they're already at, what they're already doing in their lives. Looking into evenings and weekends, when people aren't at their jobs. When they're at the laundromat. We posted information in the laundromat, some, not every laundromat in the region, but we posted information in laundromats, check cashing facilities, libraries. We reached out to schools. They were actually boots on the ground at the transit center, riding the bus and stopping people to talk with them. They visited the Santa Cruz farmer's market, Miracle en El Barrio, really looking for partner organizations in the region that might already be serving these populations. I mentioned young adults, so there was boots on the ground at Pima College when kids were coming back to school. Did I just call them kids? My college-age daughter would

be aggrieved. Young adults were coming back to school and did east and downtown campuses. Then we also asked the partner organizations that we're reaching out to, like, "Can you put this in your newsletter? Do you have some cadence that you already have with these populations? How can we get in on that?" And I will say that the results of that were really strong because what we did after we received all that feedback and looked through the data processing side of the survey, we found that Gordley's efforts increased survey participation by about 22%. By that, I mean, that there were 22% of responses attributable to their efforts.

Mayor Winfield: So, is it correct that there were 74 individual citizen responses?

Jenny Fiore-Magaña: No.

Mayor Winfield: No?

Jenny: No. Sorry?

Mayor Winfield: 74?

Jenny Fiore-Magaña: No, 2,200 plus.

Mayor Winfield: 22, that's the survey.

Jenny Fiore-Magaña: Yeah.

Mayor Winfield: So maybe these were comments at the public meetings or something or they —

Jenny Fiore-Magaña: Can I ask what you're referring to, may I —

Mayor Winfield: I was looking at my notes from staff.

Jenny Fiore-Magaña: OK, it may have been a specific outreach effort.

General Maxwell: I think it's specifically at the back of our package there was —

Farhad Moghimi: Mr. Chair, if I may add to that. So, you may be referring to the attachments in the document, which are just separate emails received by us. So that, I don't know for sure, but I think that probably adds up to 74.

Jenny Fiore-Magaña: Yeah, those would have been submitted through a comments link that's on the RTA website, which remains there. It's still accepting public comments and that's a digest of those that you would receive.

Mayor Winfield: How would you characterize the response to this public outreach, just in terms of numbers?

Jenny Fiore-Magaña: Numbers? With the benchmarking, and really with that benchmarking, it was quite a bit better than one might expect at the time and the content. It's a complex topic. We're asking people to comment on a pretty complex topic and people showed up for it in numbers that were triple what they normally do.

Mayor Winfield: Thank you.

Jenny Fiore-Magaña: Thank you.

Chair Winfield: Mr. Moghimi?

Farhad Moghimi: Yeah, Mr. Chair, members of the Board, again, thank you, Jenny, for that and obviously, materials are in your packet. Feel free to reach out, ask any questions you may have. But to kind of echo what Jenny said, we felt that was a good representation of how people engaged during that time, given the challenges. So, it is good information, but at the same time, it's information for you to look at and digest and see what you individually, as Board members, get out of the information. And feel free to reach out to me at any time, be happy to sit down and give you more perspective, if you wish.

So having said that, as part of the draft process, the outline that was shown, this is really the opportunity for the Board to discuss any potential changes you'd like to make to the draft plan and also discuss some of the policy points that we definitely want to be able to respond to when there's a final document. Some of those policy discussions hopefully need to be finalized as well, maybe not at this meeting, but prior to having a final plan. And my hope is that, again, if we don't have that conversation today, but at least make a list of things to bring back to you at the next meeting to hopefully have those resolved at that meeting.

Mayor Winfield: What's the current contingency proposal, the current amount that's been proposed?

Farhad Moghimi: So yeah, let's talk about, so the policy items we've previously discussed, and in the draft plan, initially, was \$100 million, but the draft plan is \$25.3 million. So that's the first policy item.

Mayor Winfield: Board, any discussion about contingency?

Mayor Murphy: Mr. Chair, two points. One, I still think that's low, but also for the four new members that I think having you write down some questions because you had your first briefing today on what we even do, PAG/RTA, in the duties and first time probably seeing the presentation on the survey. You know, know that we're having a meeting in April. I think that gives you an opportunity to really dive into what you think your community would support, and I think, well, I think of all of you, but I know unincorporated Pima County, there's a lot of needs out there. And so I know there's still probably a lot of work to do, but I think contingency, to answer the question directly, I still think that's low. And also what I would love to hear from my colleagues when we come back in April, back to we need to be deciding on May for November. I'm obviously not leaning that way, I'd be leaning in May of next year, which gives especially the new people more time to hear from their constituents, study the plan. Some of us have been working on this and listening to this for 4 or 5 years, right? And you've got one meeting and then the Chair brought up a couple of other possible options. I personally think there's a lot still on the table to discuss.

General Maxwell: Yeah, Mr. Chair, I tend to agree with Mayor Murphy, not necessarily on the contingency, specifically your contingency question. I think we'd all recognize it's probably low. However, using that pessimistic view that we've been using, we've been sticking to so hard, we've got to give and take, there is a total of \$100 million. Because how many of the new Board members have seen the full blown out draft, which shows the baseline? It's important to learn what that is, because a lot of the work to get to a plan that we could send to the public, everything in the baseline didn't go to the public. So they didn't see that but that was a big part of the conversations of how we could, to get the City of Tucson, took a lot of the money and the difference between pessimistic baseline, but they were willing to take that at their risk. So I think when we talk about these numbers, we have to think about that in its entirety. But I think this is something we need to let them digest. I don't know how much we're going to make as far as specifics. I think we all know what some of the issues might be when we get down to what we don't like about this plan. And like I've said all along, I'm not expecting us to have a plan, everybody's going to like all of it. I'm just hoping we get a plan that everybody likes enough that we can go forward with, because I do think it's going to be there. Just one quick comment, I know we went off the survey, but the survey is a push thing, people have to volunteer to do it. Very apparent that a couple of the communities did a great job at responding. Southeast Pima County, they were all over it. Obviously, when Carolyn Campbell came up to me when she was upset that the \$25 million had been pulled out, I said, "Carolyn, you're good at organizing, you're going to come through." and you can see they came through as they should. So, I think we've got to consider all those, including the contingency funding, because that one was very important to others. But I do think the most important thing, if we're going to stick with the monthly meetings, I think the most important thing in the next month is for the new members to really become familiar with this and understand what's in the published draft plan, because that's set on the pessimistic view, and what the difference between pessimistic and baseline is as well. So, I think I'll keep my mic off the rest of the meeting.

Mayor Winfield: So the clarification, this April meeting, is it just going to be an

RTA meeting?

Farhad Moghimi: Yes, that would be my recommendation to really focus on RTA and again, if your goal is still to get to a November election, yes.

Mayor Murphy: We can still talk.

Mayor Romero: Mr. Chair?

Mayor Winfield: Mayor Romero.

Mayor Romero: If I may, a couple of things. I really do think that we should have a PAG meeting in April as well, just in case we need to make decisions that PAG Board needs to approve. The second thing that I was going to request is that at the next meeting in April we have the cost to complete at the beginning of the agenda, as well as the RTA Next. And they should be right next to each other. It's 4:39 p.m. right now, I know that we've put in almost 5 hours each, and I don't think that it's appropriate right now to get into the nitty-gritty of like the back-forth in this that we've usually accustomed to because this is a first meeting to some of my colleagues, and so I think it's only appropriate to, yes, take this home, take a look at it, make sure that you're speaking with your staff and committee members that usually go to the TMC and TPC, etc. I don't think it's appropriate to make any decisions right now in terms of the RTA Next plan. Especially, because we need to know how we forward, how we move forward with the projects that are still pending.

Mayor Winfield: If we do have a PAG meeting, I think what I would be agreeable, Mayor Romero, would be to have the RTA on the front end and PAG to follow, yeah.

Mayor Romero: I would absolutely be open to that.

Farhad Moghimi: Mr. Chair, if I may.

Mayor Winfield: Mr. Moghimi.

Farhad Moghimi: Again, for the benefit of at least the new members, if you don't mind, I'd like to cover Item B and C again, just so they have the perspective. So Item B was discussing how much we need to set aside for debt service, for bonding, for future projects to be brought forward into the plan. And you've heard today from some of the speakers, that's one of the things that you may want to consider and discuss that if there is a desire to move projects from a future period up, either you have to move a project back in its place, equal amount, or make sure we have debt service to accommodate that movement. I had that conversation with some of the folks before so just want to make sure that you keep that in mind. Currently, it's \$65 million so if there's any movement of projects up, that needs to be increased or an equal amount needs to be moved back.

Mayor Winfield: So Mr. Moghimi, would it be helpful if staff were to run another cash flow analysis?

Farhad Moghimi: Based on the current draft plan, we ran the model and our recommendation was \$100 million. So even \$65 million, if you recall at the last meeting, we said, even with the \$65, we potentially have to come back to you on 5-year periods and demonstrate that what can we afford with the \$65? So, potentially, some of the projects will have to remain in the latter years as well. And then the Item C, again, this is where the PAG discussion comes in. Again, just for your reference, on the handout that you have, there's a column that says non-RTA funding, all the ADOT projects, every project that's sponsored by ADOT has PAG funding for their non-RTA portion. So just as a point of reference, those are the PAG funds that are in the draft plan, and that adds up to about \$700 million. And then item D obviously is any refinements you'd like to make, which we would discuss it at the next meeting. Thank you.

Supervisor Grijalva: Thank you. I was just wondering if we could split up the meetings so you have PAG and RTA and not be one document that is over 650 pages. And you have the agenda connect with the materials that go with it,

because this was, I don't want to kill this many trees every time I'm trying to follow along. And we looked into everybody's respective meetings, and we all sort of run the same way. And I'm just wondering if there's a possibility of doing that for these agendas?

Farhad Moghimi: Do you mean on a different date?

Supervisor Grijalva: No, no the actual documentation, what's happening is there were 654 pages, like one big PDF with all of the documents, right?

Farhad Moghimi: OK, so it's separate documents. OK, I follow you.

Supervisor Grijalva: But also if there's a way, I mean, at least for the short run, separate PAG and RTA into their own documents. But then ideally it would be great if you have this is agenda number 1, and here's the information that goes with it. I'm just thinking for people who are trying to follow along, and maybe only want to look at item number 10 and not have to scroll through 500 pages. I'm just hoping we could do that.

Farhad Moghimi: And Mr. Chair, if you don't mind, I'll follow up with you, and Jacki does a great job, and I might even have her in the conversation to make sure we know what you're proposing, but yeah.

Supervisor Grijalva: Because I just I looked at the document, I'm like, "I don't want to print 654 pages."

Moghimi: Bookmarks —

Supervisor Grijalva: Yeah, I know, it just seems, like, especially if they're 2 different meetings, minimally if we can't arrange the agenda so the items correlate specifically to the agenda item, like a link, you know, then...

Mayor Winfield: Hyperlink?

Supervisor Grijalva: Yeah, a hyperlink, to these are the items that go with this agenda item. If we can't do that for the next meeting, minimally, if we can separate the two meetings, that would be helpful.

Moghimi: So, I think I understand, but if you don't mind, I'll follow up with you. But my understanding is that if you download it, then there are bookmarks and you can use the download with the bookmarks, but we'll follow up with you.

Supervisor Grijalva: Yeah, OK. Does everyone understand what I'm saying?

Mayor Murphy: Absolutely.

Supervisor Grijalva: OK, great, all right.

General Maxwell: I've been told bookmarks work. I haven't figured them out yet.

Supervisor Grijalva: And maybe it's user error, but it doesn't make sense to me as much. Thank you.

Mayor Winfield: Anything else before we bring this meeting to an adjournment?

Mayor Winfield: Thank you, everyone. We're going to adjourn, and we'll see you sometime in April.

12. Adjournment

The meeting was adjourned at 4:46 p.m.

CERTIFICATION

I hereby certify that the foregoing is the true and correct meeting summary of the Regional Transportation Authority (RTA) Board 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 RTA Board. An audio recording is available upon request and serves as the official minutes. I further certify that a quorum was present.

Dave Atler

Dave Atler, Acting Executive Director

In compliance with the Arizona Open Meeting Law, the RTA legal actions and meeting summary are posted online, and an audio recording is available upon request. In addition, a meeting video is also available at: [YouTube Video Recording](#).

SOUTHEAST TRANSPORTATION ADVOCATES

Information and Input on the Draft Plan

The Regional Transportation Authority (RTA) oversees transportation funding in Pima County. In 2006, voters approved a 20-year, half-cent sales tax, funding two-thirds of our region's road improvements. This tax expires in 2026, and a new plan—RTAnext—needs voter approval to extend the tax for another 20 years, generating an estimated \$2 billion.

The draft plan, project list, and map are available at rtanext.com. Community input is crucial, and a survey is open at rtanext.com/survey. Key southeast projects are included, addressing public safety, capacity, and maintenance concerns.

THE SOUTHEAST IS REGIONALLY SIGNIFICANT

The southeast is essential to Pima County's economy, education, and infrastructure.

Growth Projections:

(2020-2060)

Corona de Tucson 76.88% , Vail
85.35%, Rincon Valley 116.93%

Between July 2020 and June 2024

47% of the residential permits in Pima County were in the Southeast. It is estimated that for the next 10 years, the Southeast will have 45% of the residential permit growth in Pima County

The City of Tucson

has annexed and approved more than 10,000 acres of Planned Area Developments (PADs) in the Southeast for commercial, residential, and mixed use. Much of this is on State Land

Davis Monthan Air Force Base

home to 11,000 Airmen
supporting global missions

UA Tech Park

hosts about 6,000 workers

Raytheon

employs more than 11,000 employees

Saguaro National Park

Rincon Mountain District hosts 1 million recreation visitors annually

Colossal Cave Mountain Park

has 50,000 visitors annually

Vail Unified School District (VUSD)

ranked the #1 school district in Tucson and #2 statewide, with 23 schools, 14,000+ students and 2,200 employees. There are 67 bus routes daily and over 1,900 Bus stops in the City of Tucson & Pima County

Pima Air & Space Museum

hosts 190,000 visitors annually

Union Pacific Railroad's

760-mile Sunset Route connects Los Angeles to El Paso. There are 40-60 daily trains on Colossal Cave Rd. In 2023, 44,731 rail cars originated in Arizona and 105,873 rail cars terminated in Arizona

Vail's 1880 Founding Site

located between the double Railroad tracks on Colossal Cave Road and contains Shrine of Santa Rita in the Desert and the Old Vail Post Office, both listed on the National Register of Historic Places

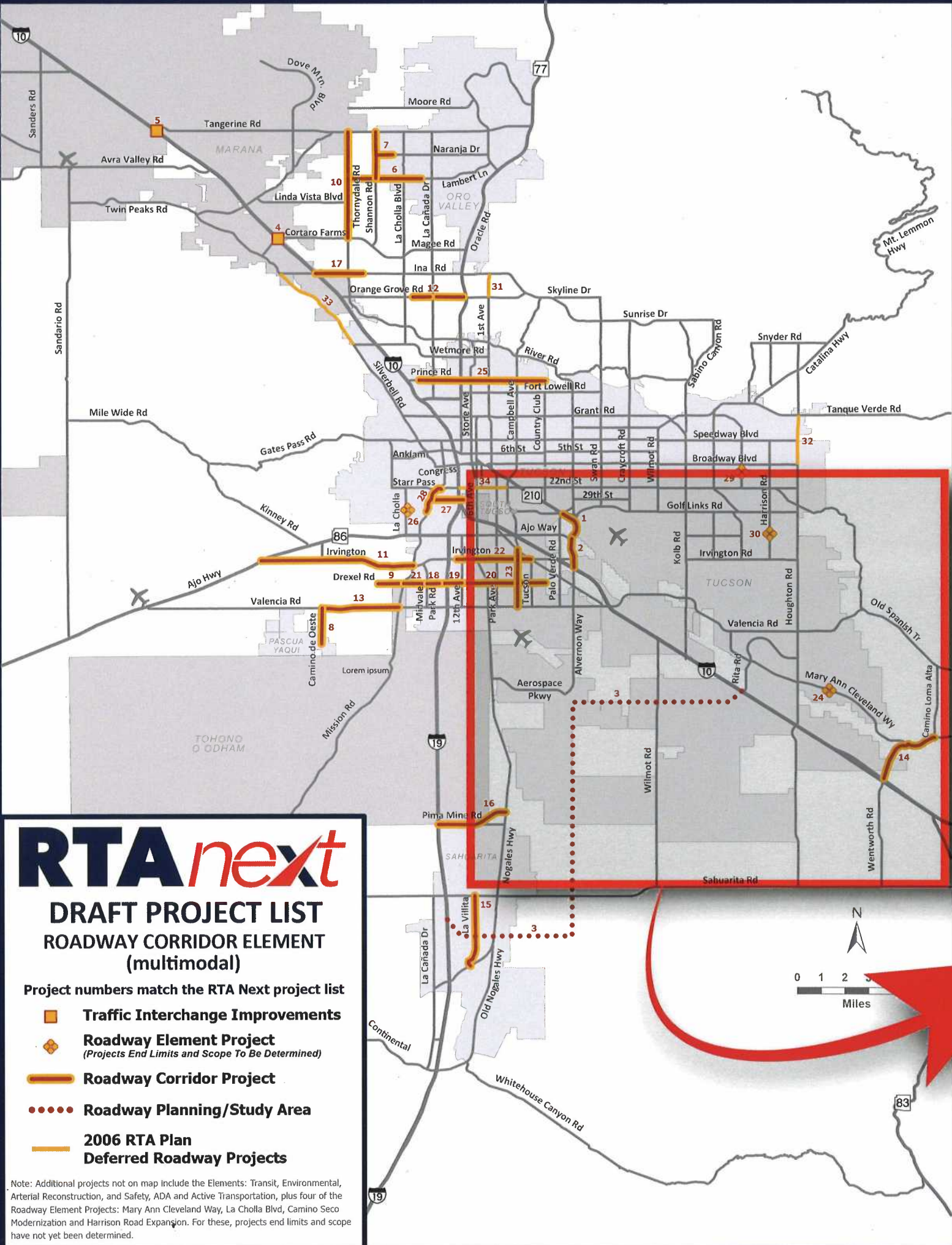
Rincon Valley Fire District

responded to 2,800 calls in 2023. 1160 were transports to hospitals. 87% of calls were emergency medical calls. RVFD provides an essential service protecting our community from forest fires



Submit your
input at
rtanext.com
Or by email at
info@RTAmobility.com






RTA - March 3, 2025 #4



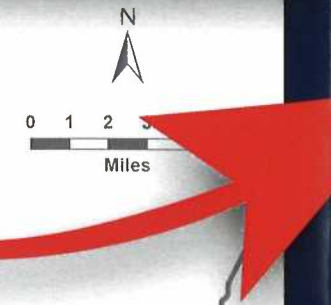
RTA^{next}

DRAFT PROJECT LIST ROADWAY CORRIDOR ELEMENT (multimodal)

Project numbers match the RTA Next project list

-  **Traffic Interchange Improvements**
-  **Roadway Element Project**
(Projects End Limits and Scope To Be Determined)
-  **Roadway Corridor Project**
-  **Roadway Planning/Study Area**
-  **2006 RTA Plan
Deferred Roadway Projects**

Note: Additional projects not on map include the Elements: Transit, Environmental, Arterial Reconstruction, and Safety, ADA and Active Transportation, plus four of the Roadway Element Projects: Mary Ann Cleveland Way, La Cholla Blvd, Camino Seco Modernization and Harrison Road Expansion. For these, projects end limits and scope have not yet been determined.



SOUTHEAST ADVOCATES SPECIFIC INPUT TO RTAnext DRAFT PLAN

SOUTHEAST SUPPORT FOR RTA PROJECTS

RTA#

14 Colossal Cave Rd.: I-10 to Camino Loma Alta – widen to 4-lane divided roadway with bicycle, pedestrian, drainage improvements and grade separated bridge over the railroad tracks

SE RECOMMENDATIONS TO RTA PROJECT #14

- Change description to “Vicinity of Colossal Cave Roadway” to allow for ROW to occur on a new alignment to prevent damage to historic buildings
- Identify a new alignment for Colossal Cave Rd., leave “Historic Colossal Cave Rd.” in its current location in this 1st period
- First phase: Widen Colossal Cave Rd. from Mary Ann Cleveland to Camino Loma Alta and move this to 1st Period
- Second phase: Widen Colossal Cave from I-10 to Mary Ann Cleveland Way including the grade separated interchange (bridge over the RR) and move to 2nd and 3rd period

24 Mary Ann Cleveland Way Widening

– no description provided in RTAnext list

SE RECOMMENDATIONS TO RTA PROJECT #24

- Add description to define project limits as “Mary Ann Cleveland Way from Houghton to Colossal Cave Rd.” and describe as “widen to 4-lane divided roadway with bicycle, pedestrian and associated drainage” and move to 1st period
- Include future Pima County Impact Fees as a non-RTA contribution
- Show the project limits on RTAnext map

3 Sonoran Corridor: I-19 to I-10 – corridor plan updates for future roadway and initial right of way acquisition

SOUTHEAST SUPPORT FOR RTA CATEGORIES

RTA#

41 Safety and Active Transportation Element Projects

SE RECOMMENDATIONS TO RTA ELEMENT #41

Allocate funds for the southeast, for sidewalks, street crossings and intersection improvements

42 Arterial Reconstruction Element - Wilmot Rd to Houghton Rd

SE RECOMMENDATIONS TO RTA ELEMENT #42

Increase road and street reconstruction to \$200M regionally over the next 20 years

46 Bus Frequency Route and Area Expansion

SE ADVOCATES RECOMMEND 1 CLARIFICATION

Extend SunTran Route 4 or 7 or initiate new routes to serve Houghton Rd. from Speedway to Pima County Fairgrounds

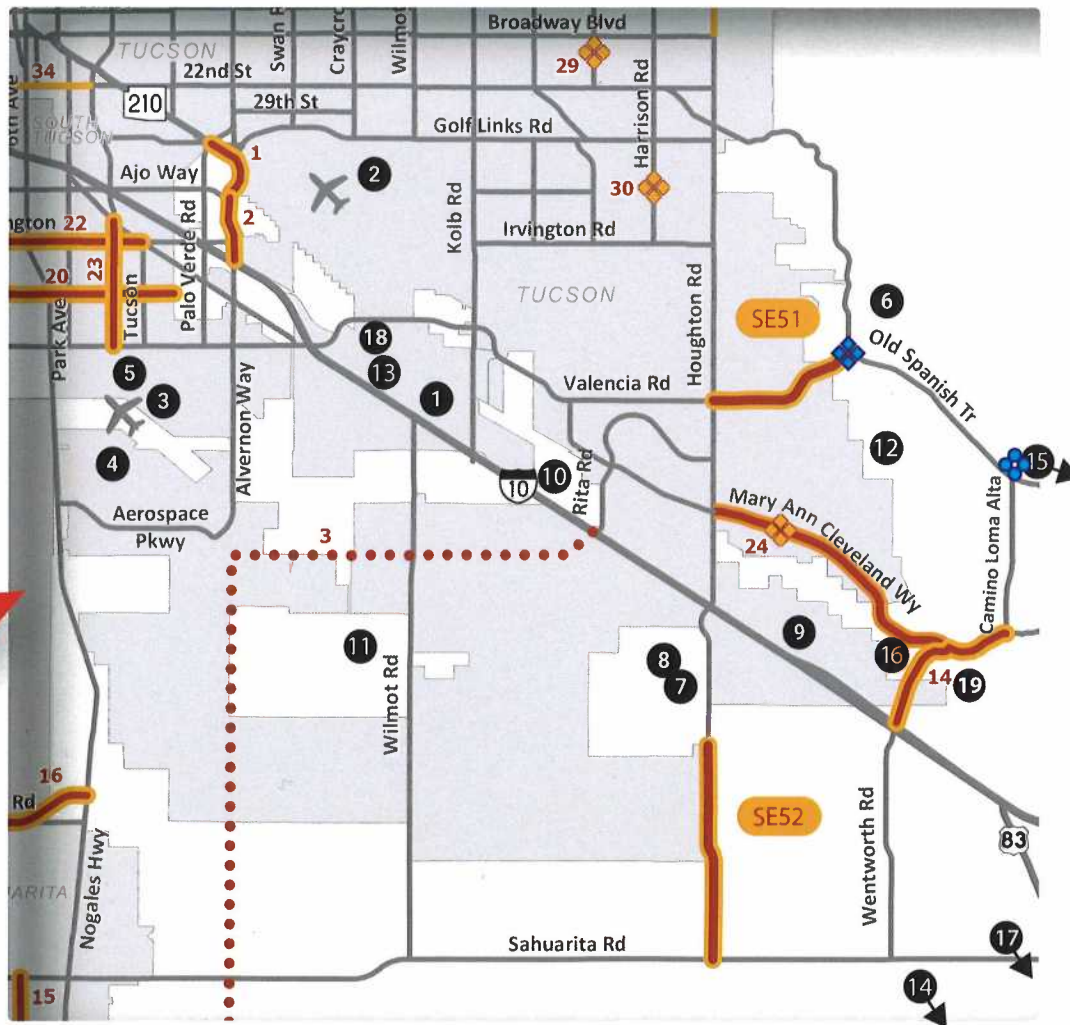
SOUTHEAST SUPPORT FOR ADDITIONAL ROADWAYS

SE51 Valencia Road: Houghton Road to Old Spanish Trail

DESCRIPTION: Widen to 4-lane divided roadway w/ bicycle, pedestrian and associated drainage improvements including widening the bridge over the Pantano Wash to 4-lanes, in Period 3 or 4

SE52 Houghton Road: Brekke Road to Sahuarita Road

DESCRIPTION: Widen to 4-lane divided roadway w/ bicycle, pedestrian and associated drainage improvements, in Period 3 or 4



Additional Roadways

SE51 Valencia Road

SE52 Houghton Road

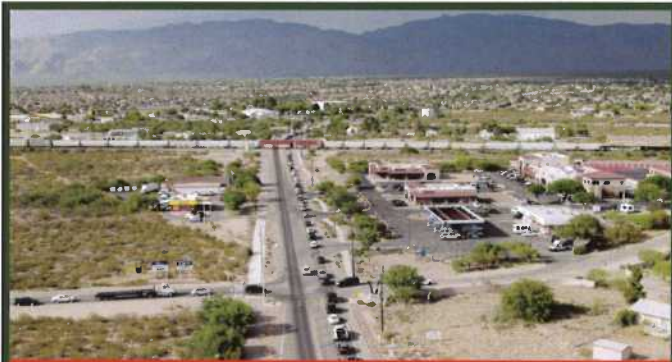


Non-RTA
Roadway Improvements

Regional Sites

- 1 Port of Tucson
- 2 Davis Monahan Air Force Base
- 3 Tucson International Airport
- 4 Raytheon
- 5 Air National Guard 162nd Wing
- 6 Saguaro National Park East
- 7 Pima County Fairgrounds
- 8 Southeast Employment & Logistics Center
- 9 State Land H2K
- 10 Arizona Tech Parks
- 11 Verano Master Plan
- 12 Rocking K Master Plan
- 13 The Bridges PAD
- 14 Copper World
- 15 Colossal Cave
- 16 Shrine of Santa Rita in the Desert / Old Vail Post Office
- 17 Las Cienegas National Conservation Area
- 18 Pima Air & Space Museum
- 19 Cienega Creek Natural Preserve

THE SOUTHEAST NEEDS TRANSPORTATION INVESTMENT



Colossal Cave - 40-60 daily trains cause traffic to back up for miles



Colossal Cave - Traffic stalled at double railroad tracks



Colossal Cave - high volume of daily trains impact public safety response times



Wrecks on I-10 land lock the Southeast with no alternative access



Colossal Cave and Mary Ann Cleveland Way - VUSD serves Tucson and Pima County families, roadway improvements and widening are needed



The southeast is lacking basic safety improvements including sidewalks, bike lanes, crosswalks, right turn lanes



Colossal Cave (Tucson limits) and throughout - arterial reconstruction needs to be a priority



Colossal Cave Rd. alternate alignment needed to preserve historic buildings and access to schools

*PHOTOS ARE BOTH ACTUAL AND ILLUSTRATIVE OF SE TRANSPORTATION CONDITIONS.



Special Meeting

Regional Transportation Authority (RTA) Board of Pima County Meeting Summary

Meeting Summary of Monday, April 21, 2025, Meeting

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

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

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

RTA Board Members Present: Mayor Jon Post
General Ted Maxwell
Mayor Tom Murphy
Supervisor Matt Heinz
Mayor Roxanna Valenzuela
Mayor Joe Winfield
Mayor Regina Romero
Chairman Verlon Jose

RTA Board Members Absent: Chairman Julian Hernandez

Staff Lead: Executive Director, Farhad Moghimi, Secretary

The following is an audio-to-text transcription of **the RTA Board Meeting held on Monday, April 21, 2025**, and is being used as the written summary of the discussion. Minor changes were made to the transcription to include grammar and formatting for clarity, YouTube links/time stamps, spelling corrections, and the addition of the agenda number or items based on the posted agenda. Due to the quality of the sound, not all audio is discernable.

AGENDA

1. Call to Order

[Item #1 Video Link](#)

Mayor Winfield: I'd like to call to order the RTA special meeting, April 21, 2025, at 1:04 p.m. Jacki, if you could call roll.

MEMBERS PRESENT AT ROLL CALL:

- Mayor Winfield
- Mayor Murphy
- Mayor Valenzuela
- General Maxwell
- Mayor Post
- Mayor Romero
- Supervisor Heinz

Mayor Winfield: Jacki, how many do we have present? Okay, we have 7 of 9 Board members present. If you'd please stand with us for the Pledge of Allegiance.

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 Winfield: The next item on the agenda is call to audience. Mr. Ledford.

2. Call to the Audience (Remote Access Option)

[Item #2 Video Link](#)

Adam Ledford: Mr. Chair, members of the Board, we have one speaker today.

As a reminder, speakers are limited to a 3-minute oral presentation and may submit written comments of any length for the Board's files. Call to the audience is limited to 30 minutes. Individual Board members may respond to criticism made by those individuals who have addressed the Board. However, the Board will not discuss or take action on a matter raised during a call to the audience that is not already on the agenda. So our first and only speaker today is Kate Hotten. Thank you for being here. Please start your comment by stating your name for the record. After that, you will have 3 minutes to address the RTA Board. At the 2-minute mark, I will politely cut in and request that you wrap up your comments. You may now proceed with your comment.

Kate Hotten: OK, perfect. So as you heard, my name is Kate Hotten. I am the co-executive Director for the Coalition for Sonoran Desert Protection, and I'm authorized to speak on their behalf this afternoon. So I do want to thank you for your work to date on the RTA Next plan. It has been clearly arduous. I want to start by sharing a couple of positive items with you today, which will hopefully lighten the mood as we get going on this long meeting. First, since your last Board meeting, Arizona Game and Fish Department confirmed that a black bear did cross the wildlife bridge in Oro Valley in 2023. This is breaking news, very positive news and now it's breaking news from 2023 in 2025. They're very delayed on reviewing their camera data, sadly. But fantastic news, and we know that there's more to come. So we also know that we see large animals able to move between the Tortolita Mountains and the Santa Catalina Mountains safely because of these crossing structures. That means they're also avoiding dangerous collisions with our motorists. So perhaps you recall a few years back that a semi-truck actually hit a black bear on I-10 and that caused hours of delays on the interstate. Of course, these accidents can be quite catastrophic. So back to the good news, since your last meeting also, we hosted an author of a K-12 book on wildlife crossings. She was visiting from California, making a point to stop and see the only wildlife crossing bridge here in southern Arizona. So it continues to be a source of pride for us here in Pima County. It's not the first time that we had tours of the crossing structures here. So we've had national tours, even international tours of people visiting these structures. So I know there are some tough issues in front of you today. I will end by asking you to reinstate the

budget for wildlife crossings or linkages to the full \$50 million as recommended to you originally by your Citizens Advisory Committee. And I will remind you that your constituents also reached out to you in great numbers and in their own words asking for similar. I will remind you that this program is important to them for their own safety and not simply for wildlife and our environment. I will also note that the \$25 million that was moved from the budget for wildlife crossings was moved to your cut, excuse me, your, what are you calling the separate fund, your contingency, right? And we're seeing from the RTA plan that \$25 million simply won't feel adequate for an approach to contingency so we ask you today to reinstate the \$50 million for wildlife linkages in your environmental element, and we ask you today to re-approach how you're going to handle your contingency. And that is it. Thank you for your time today.

Mayor Winfield: It's my understanding we have no other speakers.

Adam Ledford: There are no more speakers.

Mayor Winfield: All right, thank you. I'm realizing now what was my challenge here with the microphone. Our microphones in our chambers, you have to continually press them for them to operate. This is on and off. So don't make my mistake, I was being challenged by that. We'll go to item number 3 of the agenda which is cost to complete RTA projects, statutory mandates, and legal requirements. I'm going to just read the material below this and then I'll turn it over to Executive Director Moghimi.

3. Cost-to-Complete RTA Projects, Statutory Mandates and Legal Requirements

[Item #3 Video Link](#)

Mayor Winfield: So it reads for this agenda item, through the development of the FY25 through 29 Transportation Improvement Program, TIP, staff sought updated cost estimates and identified any local funds to cover construction costs increases from lead agencies on the remaining projects as recommended by the

auditor general. This effort was part of developing the statutorily required RTA project cost update. The updated TIP as recommended by the Transportation Planning Committee and the Management Committee incorporates the necessary adjustments for projects required by law to begin construction before July 1, 2026. These estimates serve as the basis for updating the remaining project funding needs, including any required non-RTA funds, and reflect the latest coordination with the auditor general in response to recommendations related to RTA plan implementation. The Board may also take action to direct staff on any additional revenue recovery efforts as well as provide additional policy considerations to ensure full compliance with the state regulations as well as contractual terms and conditions for delivery of RTA projects. Mr. Moghimi. I don't believe your mic's on.

Farhad Moghimi: Thank you. Mr. Chair, members of the Board, thank you for reading that, Mr. Chair. That would have been my brief summary as well. But in addition to what you just mentioned, I want to give you an overview of what's in the packet as well. So in the packet, following a CART Committee meeting, which is the Citizens Oversight Committee meeting, at their request we provided a more detailed analysis of the status of each project including the cost estimate and any local funds allocated to those projects. In addition to that, we provided the contractual provisions and obligations that obviously apply to the RTA projects with the memo that you had already seen as well. In addition to that, the follow-up memo that was submitted to us in September from the auditor general's office, that's included in the packet as well for your reference. Throughout the process, we've been working with all the entities, and I want to thank everyone that's been helping, trying to prepare us for the response to the audit. There's multiple memos requesting additional information, and we're continuing to work on those items to make sure that all the information that's requested by the audit is provided in time. Other than that, I'll be happy to answer any questions you may have. Obviously the one-pager, that we have a hard copy of as well for you on the table. The one-pager describes all the revenues available and all the expenditures anticipated, and according to the recommendations of the audit, we are trying to identify additional funding needs to a tune of almost \$143 million to be able to satisfy the balance of the fiscally constrained plan. With that, Mr.

Chair, if you have any questions or any Board members have any questions, I'd be happy to answer your questions.

Mayor Winfield: Okay, so I just want to recognize that Chairman Jose has joined us for our RTA Board meeting at 1:13 p.m. Mayor Romero.

Mayor Romero: Mr. Chair, the memo that was included in the material states that there's a \$143 million shortfall that must be covered by sponsoring entities. That first and foremost, sponsoring entities like the City of Tucson, and the City of Tucson has more than 10 projects from RTA One, that there is a shortfall for. So the possibility of the City of Tucson finding funds in its general fund to finish what voters approved in RTA One is pretty ridiculous to even suggest. The memo states that \$68.25 million in RTA funding is excluded from the available revenues to complete the RTA program. But there is \$40 million in our account, as scheduled as RTA Next overlap funded and it's intended to make up the shortfall for projects that there's a shortfall for. There's \$20.5 million in fiscal year '25 restricted reserves that are not programmed, and there's \$7.75 million in fiscal year '26 restricted funds that are not yet programmed. That, all in all, is almost \$70 million that is not programmed and can be used for the \$143 million shortfall in RTA One. So why are these revenues excluded from the cost-to-complete analysis and shouldn't they be closing the gap? So the RTA Board is responsible to deliver the RTA One projects to the voters of our region, and yet we have about \$70 million available and unprogrammed, and we should be talking about using those unprogrammed funds to close the gap. Can you explain, Mr. Moghimi, why these revenues are excluded from the cost-to-complete analysis?

Farhad Moghimi: Yes. Mr. Chair, Mayor Romero, I'll be happy too. So, there are multiple buckets of funds there. If you recall, as part of the RTA Next discussion, depending on the date of the election, we estimated \$40 million that would need to be included in the RTA Next for voter approval. So that's the \$40 million, which is the overlap discussion that we've been having. That \$40 million requires voter approval to be spent as soon as we identify what projects are going to be in that overlap. So that's the set aside for that purpose. A fiscal year 25 budget that was

approved by the Board, we did have that conversation that the restricted \$20 million was required based on state statute to ensure that we do not go beyond our expenditure limitation. So the budget that was approved by the Board set aside about \$20 million for that purpose. We anticipate another \$7 million in the new fiscal year with the next budget that also needs to be set aside to meet that requirement of the statute because of the expenditure limitation.

Mayor Romero: Did this Board vote on that direction that you were talking about?

Farhad Moghimi: We did.

Mayor Romero: Did we all take a position on that?

Farhad Moghimi: The RTA Board approved the \$20 million with the fiscal year '25 budget. So that was approved by the Board. The Board approved \$40 million to be included in RTA Next based on the timing of the RTA Next election and the \$7 million's proposed for the next year's budget.

Mayor Romero: I would like to see background material and votes on that.

Farhad Moghimi: Be happy to.

Mayor Romero: And I would also like an opportunity for Sam Credio to talk about the shortfall in funding and what the City of Tucson, and the Mayor and Council talked about at our previous meeting. I'm sorry, Sam, that I've caught you by surprise. But if there's a possibility of just talking a bit about what was discussed and presented to the Mayor and Council. We're going to have to find a solution for the shortfall, and most of the shortfall falls on the shoulders of the City of Tucson. There is no possible way. I'm just letting the Board know, there is no possible way that Tucson Mayor and Council will take the hit on a voter-approved project that was promised to be delivered with RTA funds. So, with that, I don't know if Sam, you would like to –

Mayor Winfield: Mayor Romero, I can't speak for all the Board, but I can speak for myself. I think I certainly share with you the desire to identify the necessary funds to complete RTA One. And that's really the purpose of this discussion today. And I think that really falls on the Board to help make, to see how we can do that.

Mayor Romero: I'm glad to hear that.

Mayor Murphy: Mr. Chair, could I just have a clarifying question? Mr. Moghimi, can you just touch on, because I'm not clear as well, if we have a project. There's, I thought, a statutory requirement for a match or some participation in it. Can you just touch on that or Thomas, whoever.

Farhad Moghimi: I'll be happy to Mr. Chair, Mayor Murphy. There was an actual recommendation from the audit to ensure that all the required local match that was committed based on the ballot is also brought to the table to ensure that we can close this gap. We're in that process. We've sent out a memo requesting for all entities to double check, triple check, and provide all their information from any local funds that are spent on the projects to demonstrate that those local funds match are being met. Again, that was part of the requirements that came back from the auditors, to ensure that those funds have been fully spent on the committed projects or program to be spent on the committed projects. We've heard from a couple entities already, which is great. It's really helpful. We're hoping by the end of the week, we'll hear from everybody else so we can check that against what was on the ballot and what was in the administrative code for local match requirements.

Mayor Murphy: When it was on the ballot, was that by a percentage or what were the guidelines on the requirement for that local match?

Farhad Moghimi: Sure, Mr. Chair, Mayor Murphy, so it was individual entities, committed funds, various funds, impact fees, or local funds. So that was all broken down. It's in the administrative code. And then on the ballot, it says X

amount total from each entity that is non-RTA funds. So the total shown on the ballot, with the administrative code has the breakdown. That breakdown is in your packet as well by entity by project.

Mayor Murphy: Thanks.

Mayor Winfield: Mayor Romero, how much time do you anticipate Sam needs? Sam?

Sam Credio: Thank you Mr. Chair and Mayor Romero. I will be quite brief with our comments. The full extent of our comments can be captured with the discussion we had with our Mayor and Council. I believe it was 2 weeks ago. In summary, our staff took a look at the remaining City of Tucson RTA projects that need to be delivered, especially those with large shortfalls. Particularly Grant Road phases 5 and 6, which is from Park to Palo Verde. It was the one that stood out. And I think that one likely has the most potential for cost savings. For that project, we looked at 2 options for adjusting the scope to bring the cost within something that is more doable. The first option was removing the bike lanes from the design and continuing to invest in adjacent bike boulevard corridors and building the 6 lanes that are planned for Grant Road within the existing roadway prism. And essentially what that allows us to do is limit the amount of full acquisitions, which is a bulk of the cost on Grant 5 and 6. We also looked at a second option, which maintains the same width of the roadway, but provides a different configuration of the lanes, which includes reducing the scope to 4-lane divided roadway with bike lanes. Both of these options do include the full build out at the intersections, including the indirect left turns. The potential cost savings for that, just a broad stroke, was roughly \$77 million. And again, that is mostly right-of-way acquisition costs. We did not do a deep engineering dive into that, but that is what we are estimating. The second project is not so much a scope change because this body has already taken action on it, and that's First Avenue, Grant Road to River. We've identified that reducing that project from 6 to 4 lanes would generate substantial cost savings. We're now within the design concept report process, and our most up-to-date cost estimate at the concept level, it has a saving of potentially \$50 million to \$57 million on that project. So

while that was nothing new that we came up with, we've begun to refine the design a little bit more and have found that we can miss some major right-of-way acquisitions and are also seeing the cost savings that we thought we would see by making that scope change. The other project that I know has been discussed at this table before is the Grant Road crossing at Union Pacific Railroad. This project, originally in the ballot, included reconstructing the underpass at Grant Road and the railroad. We've quickly learned that that project is not feasible. The railroad will not allow us to reconstruct that underpass. And so we've been looking for ways to not only widen Grant Road to 6 lanes but also continue to provide a safe environment for all users. I know that it's been discussed building a separate bicycle and pedestrian bridge over I-10 and the railroad. At this point, our recommendation is to defer building that bicycle and pedestrian bridge at a savings of about \$8.2 million. We've also looked at another alternative that would in fact allow us to provide safe bicycle passage along Grant Road. And that is to have an unbalanced flow with 3 lanes westbound, 2 lanes eastbound, and a 2-lane cycle track on the south side of the road. Again, that is just a concept idea that sort of is the best of both worlds. And then we got down to some smaller dollar amounts. Silverbell Road, Grant Road to Ina Road, Stage 2 from Goreto to El Camino del Cero. We looked at potentially removing the median travel lanes, maintaining the wide roadway prism for possible future widening to the inside. That has a roughly \$2 million cost savings. That project it should be noted is at 100 percent design. Also, Grant Road is at 60 percent design, Grant Road UPRR, excuse me, and then Grant Road 5 and 6 is at 90% design. And then the last, this is the project that kicked off most recently, 22nd Street East, Camino Seco to Houghton Road. And we've looked at reducing the lanes east of Old Spanish Trail. However, after having some conversation with our Mayor and Council, that proposal was not desirable, so we took that one off the table. In total, it's about \$145 million in cost savings when you total up all of those dollar amounts that I just mentioned. Thank you.

Mayor Winfield: Sam, I missed, what was the total amount?

Sam Credio: It's roughly \$145 million, sir.

Mayor Romero: In savings?

Sam Credio: In savings, that's correct.

Mayor Romero: The reason that I brought up the discussion that Mayor and Council, the City of Tucson Mayor and Council just recently had, was because we too want to find a solution, Mayor, to what was promised to the voters in 2006. And so, we are, the City of Tucson is looking for ways of saving money, but it will definitely take a scope change. And so we, the RTA Board, have to come up with solutions. I know I received a letter from Mayor Murphy regarding finding the solutions for RTA One and really not having any further conversations on RTA Next until we find a solution for the first RTA. We're providing possible solutions, but it will take some scope changes. And so I would like to suggest that the RTA Board give direction to the Technical Management Committee to regroup and take a look at the possibility of scope changes and how we pay for the remaining items in order to substantially comply with RTA One and be able to look at the voters in the face and say hey, we've tried everything we possibly can to be able to deliver the projects. And so that's what I would like to suggest. If any other want to jump in on finding how best to solve these issues.

Mayor Winfield: Mayor Murphy.

Mayor Murphy: Could I just add one comment, excuse me, because a lot of what I heard from Sam, I think, were really good suggestions. My only hesitation is the one I heard about, like my hesitation on First Avenue, is if we promise the voters 6 lanes, and this would be part of a policy discussion moving forward on where's the flexibility when you're in the 16th, 17th, 18th year of your plan on reducing what we had already committed to the voters and what they voted on. Because again, back to my old school Board days, what you promise the voters you have to deliver. And one of the alternatives could be to ask the voters again if that's what they'd like to see. And I know it's in the spirit of trying to save money, but it just always gives me hesitation when something was voter approved on a package that we're going to do less than that. Now, I think we should be open for somewhat of a scope change, but reducing things, we said

we're going to do 6 and we're going to do 4, but now give us more money because we're going to do all these extra things moving forward. That's my only hesitation. Moving it back to TMC, I don't have any hesitation on that. But I'd want, if there's any discussions on that, the statutory legalities or lack thereof on how far we can go, not only from a legal perspective, but from a sort of moral perspective on how we ask the voters to approve another package moving forward.

Mayor Winfield: So Mayor Murphy, just for clarification, when you say how far we can go, how far we can go with scope –

Mayor Murphy: Scope change, yes. Right.

Mayor Winfield: Scope change from what was approved by the voters.

Mayor Murphy: By the voters, correct.

Mayor Winfield: And Sam, we appreciate your presentation, and if needed, we'll call you back but thank you so much, and we appreciate the hard work that was represented by you and your staff and by the Council, Tucson Council. Mr. Moghimi, can you speak to that or Mr. Benavidez or Thomas as far as the statutory requirements or where's that sweet spot in terms of scope change?

Thomas Benavidez: Mr. Chair, members of the Board, you have to understand that this is the only RTA, and there are no legal opinions about this type of thing. So you're left to look at the statutes and interpret them. We know that we're obligated to follow the ballot language, and when we did the election, we had to produce a publicity pamphlet that had specific details about each project. So every time you deviate from that, you have to be concerned about it. The statutes give you this kind of a, I've been using this kind of a rule of thumb, a 10% kind of rule that scope changes or costs above or beyond, then those are going to probably cause a substantial change and require voter input. So I know that we've made some changes before to projects, and we've kind of used a functionality test that the Board has looked at to determine whether or not this is

still fair to the voters, this is still what was contemplated by the project and does the project still function like it's supposed to and that seems like a rational way of dealing with it. But for me to give you a super hard answer, I don't think I can.

Mayor Winfield: Mr. Maxwell.

General Maxwell: Thank you, Mr. Chair. Got a couple questions but first comments to that point. This Board is a collective and, obviously not a lot of us were here when some of the other previous changes were made. But I think what Mr. Benavidez said at the end is something that we need to consider. It's what's the purpose and what was the intent of the action? If we're thinking the plans we're laying down now, 20 years from now, life's going to be different 20 years from now. So I think it's important the changes that have been made in the past and changes made by this Board that significantly changed some of them, look no further than Broadway, went from 8 to 6. Grant, when the discussion came up, you talk to the engineers right now, and they would say because of our lack of growth in the region or less than what was forecast 20 years ago, that the changes on Grant would comply with doing the intentions of going forward. And then if you look at the UP Grant Road underpass, it's an impossibility. So we won't know about some of the impossibilities, but it's not going to break the intent of what the voters thought they were going to get. So I do think we've got some flexibility. I think, Mayor Murphy, you're right, maybe we need a little more clarity or definition on what that is, but I do think we have some flexibility. I've got a specific question on Grant 5 and 6 for the Executive Director. That's one and the savings look like they're going to be between \$50,000 and \$77,000. As I recall, one of the reasons we could not move forward on Grant 5 and 6 is we were going to exceed the 10% on a single project.

Farhad Moghimi: Mr. Chair, I have to go back and double check that, but I believe it was the overall, the TIP development process and the overall 10% was the reason.

General Maxwell: Over all of the projects that we've got in our place, which basically says we can't use RTA money for any of these projects. RTA money,

but other money's either, PAG, which we've obviously had a long conversation about that, but other entities could come forward. All right, so I was just going to ask if the savings had gotten that back down into Grant. The entire Grant project was going to be under budget, and apparently the answer to that's no.

Farhad Moghimi: I believe the total needed is \$110 million so the savings would bring that total needed down to the \$55 million range.

General Maxwell: OK, thank you.

Mayor Winfield: So Mr. Maxwell, just for clarification, I think you said savings of thousands. I think it's savings of millions.

General Maxwell: It's the thousands millions, it always throws me off. At least it's not billions versus millions this time. So that's a little better. Thank you Mr. Chair. But the UP Grant Road is one that I think the big hang-up we had on that all along was whether the footbridge and the bicycle bridge was within the confines of the distance in the corridor. So I would like to see that move. I know talking with Sam right before this meeting they aren't at the point of whether they like the 5 or the 6, but I would encourage, and I really appreciated that the Mayor and Council brought a ton of ideas to try to identify these savings. And that's when I think if we get a clarification on what you really want, since it's already under budget, we can get that started. So every project will help going forward. But I do think this is the kind of solution we need to get to the point where the voters will be comfortable voting for a new RTA Next. Thank you, Mr. Chair.

Mayor Winfield: Yeah, in agreement. Mayor Romero.

Mayor Romero: Mr. Chair, I believe we will not be able to solve technical issues here on how we fix either by changing scope or getting to how the RTA One will pay for the projects. I would like to move that we send this dilemma back to the Technical Management Committee and regroup them. I know that we gave them a little bit of break because we had reached some sort of consensus for RTA Next. But I would like to request that we regroup the Technical Management

Committee, that we all present ideas on how to re-scope and how to pay for the projects with RTA funds as much as possible and that meeting happen as soon as possible. So, I'll make that in the form of a motion.

Supervisor Heinz: Which I will second.

Mayor Winfield: So we have a motion seconded by Supervisor Heinz.

Mayor Murphy: Can I just ask a clarifying question?

Mayor Winfield: Mayor Murphy.

Mayor Murphy: Because I know as you mentioned most of the projects, the vast majority are in the City of Tucson to try to get completed. As part of that discussion, will there be a discussion on how all of them. to make our statutory requirements to get them all moving and going, because right now it's the municipality that typically manages the project, but as we go to close out, trying to again, stay in the statutory requirements of getting them all started as a minimum. Do you anticipate that to be part of the conversation as well?

Mayor Romero: I think that the Technical Management Committee should talk about everything. But mostly they should talk about the projects that are still left pending and be able to help get to a place where ideally all the projects we find solutions for. We had the Technical Management Committee previously recommend to this Board that we put 4 projects of the RTA, the first RTA to the RTA Next. So they should be able to talk about how best to find solutions for this funding gap for all of the projects that were not done in RTA One.

Mayor Winfield: Mr. Maxwell and then Supervisor Heinz.

General Maxwell: Thank you, Mr. Chair. And I think it's important to bring the experts. They have way more expertise in road constructions and other issues than we do. But I think it's important to bring them together. And the reason I like the idea that's the TMC because then you get input from all different

municipalities and all the folks that make up that organization to also do an assessment that the changes being proposed are within what the intent of the original plan was because they've got the knowledge when they look at what the original plan was and see if it can still accomplish. So I think that's pretty critical input we need for our decision-making.

Mayor Murphy: Mr. Chair, and that goes back to my letter, to my point, that unless I think we as a collective group have a comfort level of how we complete RTA One, it's the only chance in my opinion that we can look the voters in the face or even go to all of our councils and say that we have a closeout plan and no more less than also the auditor, right? I mean, there's questions that have to be answered there. If you don't have a good closeout plan, how do we go to our voters and say, hey, trust us for the next 20 years. So that's why I thought it was imperative that we figure out a way to get there.

Mayor Winfield: Supervisor Heinz.

Supervisor Heinz: Thank you. I really like the microphones here, by the way. So I think maybe we can make a change to the Board. So yeah, just to echo Mr. Maxwell, I think that it just makes a lot of sense to have folks that know more about that kind of stuff than we do. We all have other jobs and I think it's just a much better allocation of our resources here to have the technical experts and the TMC come back to us with a plan or maybe A, B, C, several different kind of options, ways to approach this, and it saves all of us here a lot of time. We're oversight. We're not supposed to be getting out our calculators and going line by line, figuring out \$10,000 here and \$1 million there, that it would drive all of us crazy. I don't know that we would be successful, no offense to anyone. I know I don't think I would be. So that's why I seconded the motion.

Mayor Winfield: So do I understand by the motion, Mayor Romero, when you say the Technical Management Committee should look at everything, so as I understand it, there's 15 incomplete projects. Four of those 15 are attached to RTA Next to complete. Sam just outlined, I don't know, 4, 5, 6 of those incomplete projects. In your motion, are you asking the TMC to look at all 11

projects? Are you asking the TMC to look at the projects that the City of Tucson has identified and that you've already begun some value engineering? What exactly is in your motion?

Mayor Romero: That's a fair question. If you want to open up that, we can in terms of including the 4 projects that this Board also voted to include in the RTA Next. I think that this RTA Board has already said we're going to push it forward. But I think this will create an impasse if we don't find a solution for the items that are not funded, mostly City of Tucson projects. And I don't believe, I might be surprised, but I don't believe Tucson voters will feel comfortable pushing any RTA Next if we don't have an answer in terms of how the RTA will deliver 2006 projects. And so we have started. Our team, transportation and mobility, has started to put together some ideas. Those ideas do include scope changes. And so when Mr. Moghimi says that there cannot be any scope changes unless it's sent to the voters, that's a bit hypocritical in my book because this Board has already changed the scope of Broadway from Euclid to Country Club, and it's already changed and voted on the scope of First Avenue from Grant to River Road. So as Mr. Benavidez says, it has to meet the intent of what the voters wanted to see. And I think that the voters, I can speak to the voters of Tucson, they want to see infrastructure improvements. They want to see arterial road reconstruction. They want to see the infrastructure that was promised in the 2006 RTA come to a conclusion. And so we can open up those 4 projects, but I think that the best thing to do is to look at what we have in front of us and if we can reach some sort of conclusion as to how much it's going to cost if the City of Tucson is willing to change the scope and how we proceed making those scope changes and paying for those projects.

Mayor Winfield: I think the simple answer, at least for me, is no, I don't want to open up that can, so let's keep that closed. That decision has been made. But just to be clear then, we're talking then about the 11 projects. And again, Sam outlined, and I didn't capture what all those projects, so those 5, I think it would be helpful in terms of taking those to the Technical Management Committee, to outline those valued engineered suggestions that Sam put forward to submit those to the TMC and any other of those remaining 6 projects. I think the majority

are the City of Tucson. You also mentioned, Mayor Romero, the sensitivity to taxpayers and that we fulfill what they voted on in 2006. What were you envisioning in terms of once the Technical Management Committee has reviewed that and come back with a recommendation to this Board. How do you see the public being involved with that or how do we address the taxpayers?

Mayor Romero: I don't want to make any assumptions. I don't want to make any assumptions with what the Technical Management Committee is going to recommend. They might come back and say this would be too much. We don't have enough money. We're going to have to tell the voters to go back to an RTA Next and try and fund all the projects that were left over. I mean, that might be their recommendation. I think that the Technical Management Committee needs to be truthful and honest about what the leftover projects are going to cost and if the Technical Management Committee wants to make scope changes, then they need to make those recommendations to us. I don't want to assume what they're going to say. I don't want to be a step ahead. Them as engineers and city managers and technical experts should be able to have full discretion as to how we get there. So I don't want to make any assumptions in terms of what they're going to recommend or what we need to do after their exercise is done.

Mayor Winfield: Mayor Valenzuela.

Mayor Valenzuela: Thank you, Chair Winfield. I just wanted to throw South Tucson in the mix. So, the TMC can answer some clarifying questions on some projects that technically belong to Tucson, like the 22nd Street Project in the Kino Parkway. So I want to get a report on why South Tucson is asked to be financially responsible for this project and also I guess what South Tucson is legally owed from the RTA funds. So if we can get a report from the TMC committee on those things I just want some clarification.

Mayor Winfield: Mr. Moghimi, can you speak to that?

Farhad Moghimi: Yes, Mr. Chair. Mayor, I'll be happy to address that. So 22nd Street between I-10 and Kino, that's 1 of the 4 projects that were deferred by the

Board to RTA Next. So there's no commitment from South Tucson for that. That is being asked to be included in RTA Next for voter approval. There's no South Tucson contribution to that project.

Mayor Valenzuela: Till now or there's never been any contribution from South Tucson for this project planning or any of that?

Farhad Moghimi: Not from my knowledge, no.

Mayor Valenzuela: OK, and just a clarification on what South Tucson is owed legally for RTA funds.

Farhad Moghimi: Mr. Chair, Mayor, of course, we can have that conversation as well. And I believe I did provide some details to the city manager, I'll be happy to share that with the TMC as well. So the total off the top of my head was roughly about \$25 million and we have the breakdown for each entity so we'll share that with the TMC as well.

Mayor Valenzuela: Yes, please because I have a whole different number that's like \$14 million so I would appreciate that. Thank you.

Mayor Winfield: So Board, there's a motion on the table made by Mayor Romero, seconded by Supervisor Heinz for the 11 incomplete projects, specifically 5 identified are being discussed by the City of Tucson, but 11 possibly to go to the Technical Management Committee for their review of these value engineered recommendations of at least an estimated currently \$145 million. Mr. Moghimi, what do you envision the time required to –

Farhad Moghimi: Mr. Chair, I'll be happy to obviously schedule the meeting. The anticipated date for the TMC meeting is typically the first Wednesday of each month so that will be first Wednesday in May. Between now and then we really need to get any proposals, any details so we can include all that in the packet. Ideally, TMC members will have enough time to review that before the meeting. As far as how much time it might take the TMC to discuss and come back with a

recommendation, I wouldn't know that until after the first meeting.

Mayor Winfield: Supervisor Heinz and then Mayor Murphy.

Supervisor Heinz: Thank you. And this might be seen as a friendly amendment or I don't know if this can be done by just discussion and staff direction. I'm kind of new to this, but so possibly a friendly amendment. Just, I was going to suggest we put a timeline on this, like 60 days or something, so people have kind of clarity about what if that's possible. And the second thing is, if you don't have the best information, then it doesn't matter who we have work on it, we're not going to get a great result. So make sure that we direct staff to provide absolutely every last little detail. I mean, screen captures of the bank account. I mean, funds, what is our fund balance? What are our anticipated revenues? Which things are encumbered, not encumbered sort of all of those things. All of that data must go to the TMC and any of the other technical folks that are going to be looking at this. Otherwise, they won't be able to do what we're asking.

Mayor Winfield: Mayor.

Mayor Romero: I agree that we have to put a timeline to get this done and also I would ask that as part of my motion that the Technical Management Committee meet as soon as possible, not when it is scheduled. Maybe they can get together sooner. So I would suggest that the Executive Director and our attorney, or the staff, whomever needs to make sure that the meeting is put together that they do, that they work on it immediately and try and get a quorum of the TMC put together. I don't know, Supervisor Heinz, if you wanted to attach that they come back to the RTA Board within 60 days?

Supervisor Heinz: Yeah, that would be fine –

Mayor Romero: Is that the amendment?

Supervisor Heinz: If people are all agreeable to that, I think that's a reasonable timeline, yes.

Mayor Romero: I would accept the amendment.

Mayor Winfield: I think, I'll just say that, I think the challenge with that, I mean, if you take 60 days from today, Supervisor Heinz, Mayor Romero, that won't get, and I appreciate that the Technical Management Committee, they may be able to meet, but I don't work with the committees. I don't know who comprises the committee. I think I want to respect the fact that they meet on some type of regular schedule. Let's just say we stayed with their schedule. Because right now, it's going to happen almost within a week, their next meeting. When is their next meeting?

Farhad Moghimi: Mr. Chair, ideally as soon as we have the materials we can post it, so roughly May 9 is the date.

Mayor Winfield: May 9, OK.

Farhad Moghimi: I don't anticipate we'll have all the information we need for another week. So it'll be roughly around the same time regardless.

Mayor Winfield: And I think I can appreciate the fact that that will be the first time the committee looks at that material. So anticipating that they'll need to, at the minimum, look at it for another meeting. And again, I'm just thinking about their schedule and as we get into May and June, it can be challenging. I'm a little reluctant to say 60 days from now because I just don't think that's realistic, personally. So, I would ask that maybe 90 days, if you want to put a time limit on it, I would give it 90 days. I think it's more reasonable than 60, Mr. Maxwell. Actually, Mayor Murphy had –

Mayor Murphy: Well, you can go first on your point because I might have a comment on that as well.

General Maxwell: Mayor Murphy, I'm sure you will, so that's good. I tend to agree with, I don't want to, I understand the timeline. What I really want to do is

just have this Board emphasize that this is of the utmost urgency. We've already committed to meeting every month as we work toward hopefully an RTA Next. So I think if we just let them know. As I checked, a lot of them work for many of you, so I think if they know that this is of the utmost urgency, they're going to do it. They want to get this done too. I know a lot of the TMC has been kind of asking what can we do? So I think it's up to those who hold the motion, but I tend to agree, Mayor Winfield. This meeting in and of itself is probably emphasizing to them the importance of getting answers back to us ASAP.

Mayor Winfield: Mayor Murphy.

Mayor Murphy: Yes, and I could go either way on that, but I tend to agree with Supervisor Heinz, unless you put a clock on it, you just don't get there personally. So I would tend to agree with putting, now, we can always change. I mean, it's the best effort but it does put that sense of urgency which is, I understand it would come from us, but I don't know, I'm just used to, if you don't have a clock on it, you try hard, but you don't get there. The other one was on his data, I also agree, as much information as you can possibly have. And part of that, and I know it's in our packet, I would want to include where they're not, their local matches as a picture for all of the projects from the beginning, as well as we still have the remnant parcels out there that I know people are working on, but that also could be part of the solution. So to Supervisor Heinz's point, as much data across the Board that we can bring to the solution, I would be in favor of. And that doesn't mean we can't do it. I mean, this city still may say I don't have the money. We're not going to do a local match but I think it's very important for us to understand what has been done previously and again the remnant parcels. I think we have to pull out everything we can to try to get there, including scope change, where either we're comfortable or the legality or the intent or whatever that might be.

Mayor Winfield: Supervisor Heinz.

Supervisor Heinz: To the point about making sure that the TMC has the information, it just might be my ignorance because I'm new here, but if it's not

something they already have, do they have access to every last little financial detail, encumbered funds, revenues, all that kind of stuff? I mean, anything and everything that our Executive Director can have or that we can all request, they must have that because I don't want to come back in 60 days and find out, well, we've been asking for it, but we never got. I just want to make it, if we have to put that in the motion, I don't know. We do a lot of the staff direction at the Board of Supervisors, so I just don't know how it works here but I don't want to hear from the TMC that they lacked some stuff to get us these options because that's going to irritate all of us.

Mayor Winfield: Mr. Moghimi, can you speak to that?

Farhad Moghimi: Mr. Chair, Supervisor Heinz, I'd be happy to. Thankfully, they've all been involved, they've been following the process to support you all. All the information is already in this packet as well, so I would say start with reviewing this packet until we get the TMC packet out to them as well. But thanks to all of them, they've been involved all along. I don't think any of them would be surprised about the issues that we need to discuss.

Supervisor Heinz: Also, point of just clarification, who's the chair of the TMC right now?

Farhad Moghimi: The chair of the TMC is Ms. Jan Leshner.

Supervisor Heinz: Can we ask her a question or is that against the rules? Mr. Chair, I will defer to you.

Mayor Murphy: I bet if you talked her into it, she'd answer your question.

Supervisor Heinz: I just want her opinion.

Mayor Winfield: Ask away, she doesn't have to answer. You can ask the question.

Supervisor Heinz: That's true. Would 60 days from now be a reasonable time frame to put on this effort that the mayor and I have put forward? Hearing a yes, I think.

Mayor Winfield: I heard affirmative, yes.

Supervisor Heinz: OK, I think I'm comfortable with the 60 days for now.

Mayor Winfield: OK, very good. Mayor Romero.

Mayor Romero: I think if we leave the 60 days with all of the information, as much information as possible. And I know that Sam Credio and his team have a preliminary review of possible scope changes and how much it could possibly save. So we could also ask Sam to provide that information as part of the packet to the TMC so that they could review what we have so far, and they can start from there and that this material be provided to the TMC members as quickly as possible. I know that we already have something that's ready and could be shared with TMC members as well as the RTA staff, so.

Mayor Winfield: Very good. I think the burden is on you, mayor, to get the information to the TMC, right? Thank you. Any more discussion on that motion? We're not leaving this agenda item but for that motion. OK, all in favor, say, aye.

Members: Aye.

Mayor Winfield: Any opposed, nay? The ayes have it. I think there are 8 of us now, 8.

Mayor Winfield: OK, so 8 with 1 being absent. So, Mayor Murphy mentioned about in our packet, there was material there that certainly relates to this idea of trying to close that gap and that is in regards to unreturned parcel funds if any, unfulfilled local commitments if any, and then we've had this discussion about scope changes. But I'd like to see if fellow Board members agree that that's the information that's needed and may help to close the gap? Mayor Murphy?

Mayor Murphy: Yes. Well, one, I brought it up, one, because I think it would help close the gap but also, I think it also addresses some of the questions from the auditor general on the type of information they're looking at for closeout. So I think it's two-pronged in my opinion and good for us to know.

Mayor Winfield: Any other discussion on those? Mayor Romero. Go ahead.

Mayor Romero: We've had this discussion before of remnant parcels and the RTA Board has not received a report from the Executive Director about what remnant parcels he's talking about, what the possible funds that the RTA could sell those parcels for, or we have no information provided by the Executive Director on any details about remnant parcels. I know that the City of Tucson Department of Transportation and Mobility has taken a look at what remnant parcels the Executive Director might be talking about, but I don't think we can find millions of dollars in them. I don't know, Sam, if you wanted to include anything on my comment with that, but without any information on what parcels and what the value of those parcels are, we don't know what he's talking about and who owns the parcels, what jurisdiction it is, how much they're valued for. I have no idea what this means and what value you're attaching to it.

Mayor Winfield: Mr. Moghimi.

Farhad Moghimi: Mr. Chair, Mayor Romero, so in your packet, there's a list of all the corridors and all the ones that were funded using RTA dollars. We've received some information. There's also a memo from staff to the City of Tucson and Pima County that we're working with, and there's still some remaining corridors that we still need information on. So it's all broken down detailed by corridor in your packet. And as I've said before, obviously this would help identify additional revenue sources. But at this point, without having all the information, we wouldn't be able to bring a dollar amount to you until we compile all the information and then identify any potential market value for those parcels through assessment. So we're still in the fact-finding mission and again, there's a memo in here requesting additional information from both city and County for roughly

about 18 corridors that have been used with RTA dollars. Once we have all that information, be happy to quantify any market value and bring that information back to you. But we're still continuing that discussion.

Mayor Romero: It's like it's the issue of a chicken and an egg here because we know what projects and corridors, what the City of Tucson has done. We have no idea what parcels you're disputing here, how much their value is. And by the way, both Mayor and Council have to approve to purchasing land in order to construct the corridors, as well as the RTA. So I think we're at an impasse here because there's no clear request from the Executive Director to the City of Tucson in terms of what parcels you're discussing. You have the same information that we have in terms of what land has been purchased with RTA funds in order to complete projects. So what you're saying that we have in our packet is just a list of the corridors, how much they cost and how much the total project cost was.

Farhad Moghimi: So Mr. Chair, Mayor Romero.

Mayor Winfield: Mr. Moghimi

Farhad Moghimi: Through the IGA process, the agreement between the RTA and individual entities, individual entities function as an agent of the RTA. So they have the authority to purchase right away and then repurpose those parcels so they're able to be redeveloped. So all that information is available by individual entities, and they may not have reached that point to decide which parcels can be repurposed. So that's part of the discussion that we're having is to identify full lot purchases. And every lot that was fully purchased using RTA dollars now helps us identify which ones are developable. And that's the information that's carried through your project management process and your entities so that information needs to come back to us. And typically they have right-of-way agents or consultants that are helping them with this information. So the memo is requesting that information, for the entities to be able to come back and answer that question. RTA does not manage those projects. We don't have that level of information because they're all delegated to individual entities to manage their own projects.

Mayor Winfield: Mayor Romero.

Mayor Romero: I believe that information is incorrect. The Executive Director or the RTA hired Tierra Right of Way to conduct the analysis. And I don't know exactly when they hired Tierra Right of Way. But they were supposed to conduct an analysis and I don't believe they have met with the City of Tucson as of yet.

Mayor Winfield: Mr. Moghimi.

Farhad Moghimi: So again, Mr. Chair, Mayor Romero, last year, we had a discussion with the Board. The Board authorized us to proceed with identifying a consultant that can help us collect all this information. Tierra Right of Way was hired to do that and they're continuing that effort. Our project manager has been the coordinator between entities and Tierra and again all that information is in your memo indicating that this is information we already have and there is additional information that we still are requesting for more details.

Mayor Winfield: Mr. Maxwell.

General Maxwell: Thank You Mr. Chair. So follow up on that question. So this company that is now under contract to either PAG or RTA, I'm not sure which one the agreement's with. Are they just identifying whether the right of way was acquired or not? Because what I see in the list here is either, for different projects it says the number of 106 full acquisitions or are they going in and taking a look at if any of those parcels have any value? Because what we need to get to is somebody taking a look to see if any of these parcels have any value. I mean, we've talked around to some of them before but is that contract just to identify what you've put in here or are they actually taking a look at the parcels and seeing if any of them have any value?

Farhad Moghimi: Mr. Chair, General Maxwell, so identifying which parcels are re-developable, that is the exercise that we need information from the entities to come back and say, 20% of the lot has been taken for the right-of-way use, 80%

is remaining. Once we have that information, then yes, our consultant can obtain a market value and come back and assess that market value.

General Maxwell: As I understand it, that consultant, we didn't put them under contract to go figure out which parcels are available. That's what I'm hearing you saying. So that's why they can't. But once we know, then they'll give it the value.

Farhad Moghimi: Exactly. Once we have all the information, then the next step is to be able to identify the market value.

General Maxwell: I think there's probably a lot of folks around this Board that were hoping that it was the other side where they were going to be the ones that were figuring out what had value in or not. But that's our fault, not yours.

Farhad Moghimi: But again, they still can do that once they have the information.

General Maxwell: OK. Thank you. Thank you, Mr. Chair.

Mayor Winfield: Mayor Romero.

Mayor Romero: How will Tierra Right of Way know how much parcels are left, what their values are, without calling the City of Tucson? How much are we paying Tierra Right of Way? Because then I would suggest that we're paying even if it's a hundred dollars way too much for an analysis that they are supposed to be doing to get us to, I mean, you brought this up Mr. Moghimi a year and a half ago, too, and you still have no answer to what parcels they are? Really, how much did we pay for Tierra Right of Way analysis? Because that is what they're supposed to be doing, talking to the different jurisdictions to try and figure out which are the parcels that we purchased with RTA funds, where are they, are they developable, are they worth anything? That is the analysis that should have been done 2 years ago. And for this contractor to not even pick up the phone and call the City of Tucson to figure out on our jurisdiction side, I don't think it is our fault Mr. Maxwell. I think it is the fault of the Executive Director and

Tierra Right of Way for not getting us an answer.

General Maxwell: And Madam Mayor, that was not blame on the municipalities. I was trying to figure out why we don't have that answer now which we have talked about for a long time.

Mayor Winfield: Mr. Moghimi.

Farhad Moghimi: Mr. Chair, Mayor Romero, again, the IGA delegates individual entities, and there's a specific language regarding parcels and in the administrative code. So that is delegated to individual entities to manage that and provide that information to us. And I think they're doing their best. They're doing what they can, but there's still remaining parcels that they need to identify and submit that information to us.

Mayor Winfield: Mayor Romero.

Mayor Romero: When did we hire Tierra Right of Way, Mr. Chair?

Farhad Moghimi: I don't have the exact date, but it was following our last Board meeting, I believe in May. It could have been the April meeting last year that the Board authorized me to proceed.

Mayor Romero: So it's been a year, and they haven't called the City of Tucson to figure out what parcels are out there?

Mayor Murphy: Mr. Chair.

Mayor Winfield: Council member, Mayor Murphy, excuse me.

Mayor Murphy: I think part of the clarification is that if Sahuarita has a hundred acres and we need 20 acres for the right of way, then 80 acres is encumbered and one, I guess I could have sold it on our own. I think RTA would say that's their money from that or 80% is what Tierra Right of Way, we have a Tierra

Antigua Real Estate down in Sahuarita is 80% is what then they evaluate and take the 80 acres and figure out what the value of it is. So I think it does fall under the municipalities to say what was used for right of way and what's been unencumbered and then turn it back or it can be evaluated by Tierra. At least that's what I was hearing.

Mayor Winfield: If I could, I mean, looking at the material, it seems to me that it is incumbent upon each of us to provide this information to the staff representative with the RTA. They've made the request. The state auditor's made the request and it's really just a matter of municipalities responding to that request. And some of that information has been provided by all of the jurisdictions, I believe, but not all the information that's needed. Is that correct, Mr. Moghimi?

Farhad Moghimi: That's correct, Mr. Chair. We've heard from everyone, and there's still remaining corridors that we identified. So the two memos that are in your packet are requesting for additional information on those remaining corridors from those two entities.

Mayor Winfield: Mayor Romero.

Mayor Romero: Mr. Chair, I resent the Executive Director pretending as though the City of Tucson is not doing its job. Our Department of Transportation and Mobility already provided the requested information to both the RTA Executive Director and Tierra, or I don't know if the Executive Director provided the information, we provided to Tierra. But we are still waiting for a meeting with Tierra. So we are doing our homework, we are doing our job, and I highly resent the Executive Director trying to make the City of Tucson seem as though we are not doing our job and we are not doing what is necessary to get this done.

Mayor Winfield: Mayor, I appreciate your concern. It does say in the packet that it hasn't singled out any one jurisdiction. It just simply says that to date that there's been one of the member jurisdictions that's provided the information. It doesn't even name who that jurisdiction is.

Mayor Romero: Well it must be City of Tucson that provided that information because the City of Tucson according to our Transportation Director already provided that information and we have not received a call from Tierra or have received any request to meet on the parcels from the Executive Director or anyone in the RTA.

Mayor Winfield: Well, so I don't think that it is your jurisdiction, Mayor Romero, with due respect, because in the report it says that the RTA is in the process of requesting property acquisition information for 10 additional corridor projects from the City of Tucson. But nevertheless, this is information that is needed from each of the jurisdictions. And I mean, I would like to make a motion that this information be provided from the jurisdictions just like getting information to TMC. There's some urgency and we don't know what the value of these properties are, but nevertheless it does fall under this fund recovery opportunities. So it's the potential for a fund recovery. As you've said, a number of months have passed. I think it's time now for each of the jurisdictions to respond. So I make a motion for the jurisdictions to respond with the needed information of the property acquisitions within 30 days.

Mayor Murphy: I'll second that motion.

Mayor Winfield: Second by Mayor Murphy. Mr. Maxwell.

General Maxwell: Mr. Chair, Mayor Murphy, I'd like to propose amendment to that. It sounds to me like the RTA team, the Executive Director, know what properties they don't have the information on. So by having, obviously Mayor Romero, a lot of others believe they've, and I don't have a stake in this one because I don't have a municipality to give any feedback for but it sounds like if we know that there's information we're still waiting on and the Executive Director you can tell me if it's fair, do you know the properties in the corridors or the corridors that you need to get information on because if you do I'd like to make an amendment that he provides that information to all the municipalities specifically.

Farhad Moghimi: Mr. Chair, General Maxwell, the two memos that are in the packet stated April 9 identify the corridors. But again, I want to make sure everybody understands that, which lots within those corridors are re-developable, that's at the discretion of individual entities to come back and say, we're going to need X amount of right of way. The balance we're able to make available to you.

General Maxwell: Correct. I understand. I thought that's what Tierra was supposed to do part of it, but I get it. But my request, sir, would be that some of these you've also said you've asked for. There's one that you say we need more information on these roads. You've listed all the full acquisitions, so you've got the data. And I'm afraid we're going to be having this conversation no matter what the motions are, the next time we're going to get here at the meeting, there's still going to be no progress because it may be clear when you read it to me, I was going to ask questions about it, which we got to anyway, because it confused me, because I'm going, OK, what's a full acquisition? I mean, enough said.

Mayor Murphy: So if the amended motion is to have the municipalities be clearer on –

General Maxwell: Was to have us, the RTA be clearer on what information it is we need so that we can then give it to our person. And if this is it, I just don't think it's enough.

Farhad Moghimi: Mr. Chair and General Maxwell.

Mayor Winfield: Mr. Moghimi.

Farhad Moghimi: Again, I think if you may wish to do that, the request is to identify which lots are re-developable lots that can be put back on the market. Once we have those lots, then we can answer that question.

General Maxwell: I'll leave it up to you gentlemen to do it, but I'll be honest. If we

were hiring somebody, I think they would be able to look at it and identify which lots that are really possible, usable. We could have had that done within the last year. We do that every time, every meeting at ADOT, we're either giving or taking back lots of property so I don't know why we're having a problem doing that.

Mayor Winfield: Mayor Romero and then, I didn't see you, Mayor Post.

Mayor Post: No, that's fine.

Mayor Winfield: Sounds like you've been patient.

Mayor Post: Just a simple question.

Mayor Winfield: Mayor Post.

Mayor Post: Didn't we hire somebody to do this?

Mayor Winfield: Well, Mr. Moghimi.

Farhad Moghimi: Mr. Chair, Mayor Post, again the challenge is the entities that are responsible for building the road they need to identify how much right of way was needed. And potentially in some cases, easements were needed. All that information is at their disposal.

Mayor Post: I understand that but what was the scope given to the company that we hired to work on this , I mean?

Farhad Moghimi: So the scope was to help collect all this information. Once you have the information, then start identifying –

Mayor Post: They've been working on it for a year and a half. Where is that information?

Farhad Moghimi: We have not received all that –

Mayor Post: No, but we hired somebody to do that.

Farhad Moghimi: Correct.

Mayor Post: What have they done in a year and a half?

Farhad Moghimi: They have collected all the information –

Mayor Post: This is all they've done?

Farhad Moghimi: Well, we have, the tables are provided, the parcels are in –

Mayor Post: That's all they've done?

Farhad Moghimi: They have all that information. They just need to complete the data.

Mayor Winfield: They have incomplete information, is what I understand?

Mayor Post: Well, I mean, I would think that they would go and knock on the entities' doors until they worked on getting the information that they were hired to get.

Mayor Winfield: Mayor Romero.

Mayor Romero: With all due respect, Mr. Chair, but this information, as much as the Executive Director wants to make it sound as though the City of Tucson has not submitted this information, Real Estate and Department of Transportation in the City of Tucson indicate that they have submitted this information and that Tierra has not called us. So I refuse to sit here and be insulted by someone that is trying to pretend that it is the fault of the City of Tucson, where in fact the City of Tucson has complied with the request. And we have not gotten a call by a contractor that we are paying to do this. And so I respect your motion and we

could be ready to submit, again, the necessary information for Tierra and the RTA staff to do what they need to do to find out this ghost number of millions of dollars that we might find in parcels that are remnant from RTA projects. And by the way, both Mayor and Council have to approve any purchase of any property that needs to be used for roads with the consent of the RTA Board and the RTA Executive Director. We have not purchased any land without their consent. And they know exactly the pieces of land that we have to purchase in order to do projects. So they have exactly the same information that the City of Tucson has in terms of parcels purchased.

Mayor Winfield: Mr. Moghimi.

Farhad Moghimi: Mr. Chair, again, the IGA specifically identifies the lead entity as the authority to do that. None of those come back to the Board or to us for approval. You have delegated that approval through the IGA to individual entities. So they manage all of that. That's why we don't have all that information.

Mayor Romero: Again, we have submitted the required information that was asked of us.

Mayor Murphy: I think that goes back to the, Mr. Chair, goes back to your motion. It sounds like there's an impasse on what the city thinks has been submitted and what the RTA staff thinks they have. So I still think it's a worthwhile motion to ask and see what's received, if there's a difference of opinion, still.

Supervisor Heinz: Mr. Chair.

Mayor Winfield: Supervisor Heinz.

Supervisor Heinz: Thank you. I did confirm that I believe the County has submitted what's been requested, but if you need anything else, I can certainly make that happen. I am concerned though that we're talking, we're spending a lot of minutes on what seems to be 1% or maybe 2% potentially of the shortfall that

we're looking at and I just want to call out all of our attention to that. This is again, any solution sounds like half a percent is great, but this isn't going to fix a third of it. It's going to fix maybe a percent or half a percent or 2. So I'm not trying to super minimize that but I just want to just put that in context. That's all.

Mayor Winfield: I mean, I appreciate that, Supervisor Heinz. The unknown is that we don't know, right? And we've been talking about this repeatedly and so there's some frustration of not getting to the goal line on this. And it seems relatively easy to me. So I'm not sure what the challenge is here, but I'm admittedly a little frustrated when we get report after report. So I would just simply like for the jurisdictions to provide the information to as has been requested and then we can move on. Mayor Murphy or Mayor Romero.

Mayor Romero: Mr. Chair, we have no problem submitting any information again that we have submitted before. We're ready. Real Estate has submitted it. Our DTM Director has said we've submitted it. There's only the Executive Director that is saying that we haven't. But I have no issue with your motion because we've already done so. So that's not a dispute from us. The frustration does not come from the item. The frustration comes from we've spent a year and a half paying a contract for Tierra Right of Way to do this work and Tierra Right of Way has not put in one call to the City of Tucson to figure out, what potentially as Supervisor Heinz said, might be half a percent of trying to find a solution for the gap in funding. So I'd like to call your question and we should vote. We move ahead.

Mayor Winfield: All in favor say aye.

Members: Aye.

Mayor Winfield: Any opposed, nay? The ayes have it. 8-0. There is one other item on this that in terms of funding is unfulfilled local commitments, if any. And can you speak to that, Mr. Moghimi?

Farhad Moghimi: Sure, Mr. Chair. I'll be happy to. I believe we touched on it

briefly, so similar to the previous discussion, there were memos sent out requesting everyone to assist us in identifying any commitments that were identified as part of the ballot. And there was a breakdown of those funds within the administrative code that's in your packet as well. So the request has been sent out and we're hoping that we can get back that information from all the entities as far as what the commitments were and have they been fully met.

Mayor Winfield: Any questions about that? Mayor Murphy.

Mayor Murphy: Mr. Chair, just to reiterate, I think that's part of the information that is going to be asked to be submitted to TMC for consideration for shortening the shortfall on that. So as long as that's the understanding, I'm good with it.

Mayor Winfield: Is that OK?

Mayor Romero: Mr. Chair.

Mayor Winfield: Mayor Romero.

Mayor Romero: I'm not sure exactly what this is about. Can you or the Executive Director –

Mayor Winfield: Mr. Moghimi.

Farhad Moghimi: Yes, Mr. Chair, Mayor Romero, if you will please look at your packet. There's a memo that went out to all entities requesting for that information in order to comply with the auditor's request. In that memo there is a –

Mayor Romero: What attachment is it?

Farhad Moghimi: I believe it's the one that has this broken down table like this and the memo was dated April 7 from Rick Ellis to all entities requesting for, again, review and confirmation of the commitments that were made as part of the

ballot, as part of the administrative code, so we can respond to the auditors and identify if there are any balance of commitments that needs to be programed which would assist in closing that gap.

Mayor Romero: Is it the memo dated April 7 2025 by Rick Elis? The subject is request for documentation and preparation for upcoming RTA audit?

Farhad Moghimi: Yes ma'am.

Mayor Romero: Okay. And what exactly do you need?

Farhad Moghimi: So the table that's attached to that memo identifies the commitments that were made for each project and from each entity and the source of the funding that was committed. That information was requested by the auditors to make sure that we can demonstrate that all those local funding commitments have been met for each project.

Mayor Murphy: Mr. Chair, could I just ask a clarifying question?

Mayor Winfield: Mayor Murphy.

Mayor Murphy: And is that per the statutory voter approved pamphlet and vote and all of such.

Farhad Moghimi: Yes.

Mayor Murphy: Oh, he stepped out.

Farhad Moghimi: Yes, so it's on the ballot and within the statute. It identifies any non-RTA funds that are committed toward the project is needed to accomplish those individual projects.

Mayor Murphy: Right.

Mayor Winfield: Did you have a question? Mayor Maxwell.

Mayor Murphy: Mayor, you've [crosstalk]

Mayor Winfield: Excuse me, Mr. Maxwell.

General Maxwell: You scared me a little there, Mayor. Sorry, Mr. Chair. I guess, so you've got the list attached to it, all 35, 31 projects plus 5 more, so you tell me you've got no information from anybody on any of these, on whether it's been done. And if you have received some but not others, it'd make it a lot easier to be really clear on which ones you're missing. That's just a bad technique, but you're telling me none of these have –

Farhad Moghimi: No, Mr. Chair, again, if you read the memo, we actually acknowledge and thank everyone for providing information thus far. But as the auditors requested, they wanted another update and they obviously want to have a comparison with what's committed and what's been spent. It is a dynamic financial mechanism. Last time they requested the information and now they want an update.

General Maxwell: I understand. I guess I just find it shocking that of the 31 road projects, which I believe are all the road projects, you're asking, you're telling me none of those have been submitted. Otherwise, they wouldn't be on the list.

Farhad Moghimi: But we have not said that. This is the list that's in the administrative code, so it's there for reference.

General Maxwell: Sir, I understand. And so what I'm asking, if you have received information that says what on this list has already been confirmed, it'd be easier for everyone to get you what you need if we didn't list all these things again. Mr. Chair, you understand? This makes it more difficult when we give the entire list when there's only some of them that you need. So my request would be for the Executive Director to clear the ones off this list. It's very obvious. It's just a carbon copy of the administrative code, but clear the ones you've got off, and that

way we can get the information we need to move forward to you. Thank you.

Farhad Moghimi: Mr. Chair, General Maxwell, that's the intent of the exercise and obviously we'll hope to get that. So again, it goes back to the information from local funds are kept and managed by individual entities, so they're requesting an update, so –

General Maxwell: I understand, but I'm going to repeat what my statement was because I don't think, you know some of those have been received. You can make it a lot easier if you take the ones that have been received off and then put that list out and everybody knows exactly what you need. That's just a recommendation and only that. Thank you, Mr. Chair., appreciate it.

Mayor Winfield: I think he makes a good point, Mr. Moghimi. So just for example, I mean, I have personal knowledge of one project on here, right? And that's the La Cholla Boulevard, Tangerine to McGee, and the item that I have is that we have a commitment of \$800,000 which has been paid by the Town of Oro Valley. My presumption is that, I think it's \$5.3 million has been paid by the County. I don't know that because that wasn't our commitment but I think it'd be our, to Mr. Maxwell's point, it'd be helpful to be able to look at this and see what are the commitments that are outstanding. What are they? Yeah, just that simple. And it could be another column or something and just check, these commitments are fulfilled and which ones are outstanding. It would just make for a more meaningful report.

Farhad Moghimi: I'd be happy too. So the next version of it will have that hopefully for you. And again, this document is directly out of the 2006 administrative code just for reference. It was not intended to be a tally. It's just to reference that document.

Mayor Winfield: And then Mayor Murphy mentioned that this will be something in terms of the data, the information that's going to be provided to the TMC to update this. So I was going to make a motion it sounds like it is unnecessary.

Farhad Moghimi: We'll be happy to provide that information as well.

Mayor Winfield: Any additional discussion on item 3?

Mayor Valenzuela: Mr. Chair.

Mayor Winfield: Mayor Valenzuela.

Mayor Valenzuela: Thank you, Chair. Just a question. These are projects that are not going to be using RTA funds. So is that correct? That's how I'm reading it. And South Tucson has no projects pending.

Farhad Moghimi: Yes. So, Mr. Chair, Mayor, so the list of 35 corridor projects that were identified in the ballot, that's what you see here in this table and South Tucson at the time didn't have any corridor projects. So again, 22nd Street is the one we just talked about. 22nd Street borders South Tucson. But through the IGA process, City of Tucson was identified as the lead agency on 22nd Street. So it's been in partnership with the City of Tucson, but South Tucson was not identified as the lead agency.

Mayor Valenzuela: Okay, the project on 36th is not identified as a corridor project?

Farhad Moghimi: No, ma'am. Those projects are identified as categorical projects, so they're not a corridor on the ballot.

Mayor Valenzuela: Thank you.

Mayor Winfield: Mayor Romero.

Mayor Romero: I've been informed that we are working on this request. I agree with Mr. Maxwell that you should work on which projects here have been closed out and finished, as well as how much the jurisdictions did contribute to them. Many times we've had to, because of the recession back in 2008, we've had to

contribute more. We've also had to contribute PAG funds to some of these projects, and I think that that would be fair to include which projects on the 2006 list, the list that you included, which ones are closed, how much the jurisdiction contributed at the end of the project, and which projects used PAG funds.

Mayor Winfield: Any more discussion on item 3? So before we close that, what I understand in terms, just actions that are going to be taken is that there's going to be projects submitted to TMC for their review, a minimum of 5, possibly 11, with all the associated data to help them to reach decisions about that. We also have given direction to the municipalities really to coordinate with the RTA staff, but to get them the parcel information that they're needing. And then the third item was not really a motion, but some direction to staff, and that is the commitment report. It would be helpful to show what commitments are outstanding, really. OK?

Farhad Moghimi: Thank you Mr. Chair.

Mayor Winfield: Is that a correct summary? OK, so we'll go to item 4 and I won't read this, Mr. Moghimi, other than this is the RTA Next plan development update.

4. RTA Next Plan Development Update

[Item #4 Video Link](#)

Farhad Moghimi: Thank you, Mr. Chair, members of the Board, the RTA Next plan as you recall the draft document was approved by the Board back in September. Since then, we've been using that draft document for review and comment from the public. We've received nearly 4,500 responses to our survey. The survey summary report is in your packet as well and at your discretion, the commitment obviously to the Board was that we'll be able to bring that information back to you, and the Board can continue to make any adjustments that you wish to make to the draft plan. Having said that, at that same meeting, the RTA Board tentatively planned on having an election in November 2025. And I have all the information in the packet that if you choose to do that, then

obviously we need to finalize the plan in short order and advance that for the election office to be able to meet their requirements for putting it on the ballot. That information is in your packet as well. There's a list of dates, deadlines that have to be met by the election office to meet the ballot request. That information is in here as well. In addition to that, if November 2025 is not the Board's desire, the next opportunity the Board has as identified election dates would be March of 2026. March of 2026 is critical to keep in mind as a viable option. And the reason for that is that if we do not want to have a gap in the revenue from RTA Next, then March of 2026 is that last opportunity. If we go beyond March of 2026, then the financial projection would have to go back and revise the revenue source with a gap in funding based on when the election can happen beyond March of 2026. With that, be happy to answer any questions you may have again, and by the way, before I forget, so the version of the plan that you see in the document, the one that has April date on it, was modified just to put the projects in order of periods. Everything else is exactly the same. That was at the request of Supervisor Grijalva at the time that rearranging the projects and putting them in the order of periods might be more helpful for the conversation. The version that has the March date on it is exactly the same, but they're not in the order of which period. So I just wanted to make sure you had that information. Be happy to answer any questions you have.

Mayor Winfield: Mr. Maxwell.

General Maxwell: Only question for clarification, and I've got to tell you that City Manager Thomure is probably jumping up and down now because he's correct and I was wrong when I told him that, if we go in May, when is the earliest we can start collecting revenues?

Farhad Moghimi: Mr. Chair, General Maxwell. The statute, unfortunately, was revised, I believe it was 2016, 2017 and that was not in our favor. The revised amended statute said regardless of when you go to a vote, the effective date becomes the following April 1. So if we go in May, it's April 1 of the following year.

General Maxwell: Looks like I'm buying City Manager Thomure lunch. Thank you.

Mayor Winfield: Mayor Murphy.

Mayor Murphy: Well, obviously based on our previous conversation on agenda item 3, I don't see any way to go in November, personally. I mean I like to least get that out there, see if we have agreement on that. And then I'd like to ask my colleagues, I mean, we have Supervisor Heinz has been on the job, I don't know, I think 6 days or something over here, and we have Mayor Valenzuela and Mayor Post that have they even had enough time to sort of look at everything as it's ever changing and do you have the ability to even weigh in on suggestions or thoughts or knowing we have maybe a little bit more time, and we have a 60-day window on the closeout, would that be helpful to have that? I don't know what progress we're going to make on 4, just me personally, but if you haven't had enough time to, and I'm sorry, Chairman José, too, looked at it as well. I mean, the people that have had less time, it's almost the majority, as opposed to had more time.

Mayor Winfield: Is there anybody on the Board that believes that we can put this forward for a November election. Speak now.

Supervisor Heinz: Oh, no, I don't think so. I just was going to talk about that, not —

Mayor Winfield: OK. I think we can put that to bed, right? And I think that March is an obvious important date because of this, what Mr. Moghimi just shared with us. We don't want to go 11 months if possible, so March becomes I think our hard day to take this out. Anybody disagree with that? OK, so I'm taking that March is what we're shooting for here. Supervisor Heinz.

Supervisor Heinz: And that kind of answers my, I was just going to, from the Board of Supervisors perspective, I was looking at what we, because it's not just this Council.

Mayor Winfield: It's not.

Supervisor Heinz: It has to come to the Board of Supervisors. We have a somewhat ministerial duty unless we've determined there's some extra statutory shenanigans or something. But basically, a majority of the County Board of Supervisors has to actually put it on the ballot and I know that you all know that. I was just kind of talking to staff and reminding myself in terms of timeline, we have our own Board, we have for our regular agenda or then we have to have things. So some stuff would have to come out of here looking like, and I think a bit better, more put together position very, very quickly to get it. I think to get on the November ballot, it would have to be, we would have to vote it onto the ballot by the end of May, so that to your point, I think that's probably not going to happen.

Mayor Winfield: All right, so I think March is the date that we're shooting here for. Mayor Romero.

Mayor Romero: I too have to consult with my Council colleagues in terms of what the best date for the Mayor and Council is. Of course, certainly we will absolutely keep in mind the concern about not receiving revenues for an entire year. But I can't make the decision on March 2026 alone. I think I'm going to have to take it as we all are pretty sure we have to take it back to our colleagues on our councils to definitely contemplate an RTA Next. I think that it's going to have to depend greatly on what type of advancement we do with the TMC and how we pay for, I mean, this is no small feat in terms of what we have to do to try and find a solution for \$143 million worth of projects, mostly in the City of Tucson, that there's no answer to, no response to. So absolutely, yes, I want to make sure that we are moving steadily for an RTA Next, but I cannot commit right now without having input from my colleagues on the Council. And what type of work is done to cure the need for City of Tucson RTA One projects. I have been sitting here on this Board for the last six years, and to be honest with you, I feel we've lost and wasted 6 years because in my view, the Executive Director has failed to provide the RTA Board with an RTA Next plan that not only has the full support of

the Board, but also the community. We've wasted 6 years. I remember Mr. Maxwell, joining this Board, how long ago, Ted?

General Maxwell: That would be almost 4 and a half years now.

Mayor Romero: The first thing you said when you came on to this Board was we need to be at least 1 year ahead in terms of us going out to the voters so that we don't have to face the cliff, the funding cliff. That was 4 and a half years ago. And here we are today, based on item number 3, still questions of remnant parcels, still questions of projects mostly in the City of Tucson that have a huge gaping \$143 million hole, while the Executive Director has obfuscated and not provided a good faith effort to get all of us jurisdictions to a good place. I've sat here 6 years fighting for information, bending backwards to try and make the RTA Next a possibility for all of us. I'm not a fool. I understand how important infrastructure investment is for an entire region, but we have had an Executive Director that has put stops, no pun intended, and speed bumps, no pun intended, every step of the way. And I am tired of having an Executive Director that pits each one of us against each other. And you're not just affecting the City of Tucson with your hatred of us, Mr. Moghimi. You are affecting every single jurisdiction on this table. You are affecting the possibility of bringing in millions of dollars for economic development and growth in our region. And I am tired of having to sit here, sometimes for six, seven hours, trying to fight to arrive at a fair place. And I am very upset, outraged, that as the PAG chair, I had to fight. As a Mayor of the largest jurisdiction in this region, that I had to fight to be able to step up to be the PAG chair. We have so much important work to do both on the PAG and the RTA Boards. And I am outraged that there was a loop found in us being able to have an executive session –

Mayor Winfield: Point of order. This is...

Mayor Romero: No, I mean, we're talking about the RTA Next and this should be able to be part of the conversation.

Mayor Winfield: I don't believe so, Mayor Romero. This is going to be a

discussion in the PAG meeting and this is not a discussion for the RTA meeting.

Mayor Romero: The RTA Board was involved when –

Mayor Winfield: Mayor Romero, point of order –

Mayor Romero: Excuse me, but you're not the attorney. You are not the attorney Mr. Chair.

Mayor Winfield: I am the chair and –

Mayor Romero: I absolutely understand that.

Mayor Winfield: I can pull on a point of order at any time and I am ruling that this is out of order.

Mayor Romero: Well, I'd like our attorney to be able to tell us if I am speaking out of order.

Thomas Benavidez: Mr. Chairman, Members of the Board, I don't know where this discussion is going, but it doesn't sound like this is RTA Next to me. So, to me, it sounds like it's for the next agenda. It sounds like, to me. It's really the chairperson recognizes who may speak and who doesn't speak, so it's really not a legal issue. The chair can decide what's going to be discussed.

Mayor Romero: I will leave it for the PAG meeting, but Mr. Chair, the City of Tucson has been quieted and pushed and ignored and ridiculed for far too long, both on this Board and the RTA Board. And we are ready to stop that. And I'm pretty sure that if you all want an RTA Next, we need to make sure that the City of Tucson is being taken care of. I am very upset. I'm beyond, I'm outraged that this is happening. There's no possible way that we will be able to join any RTA Next if all of the obfuscation and pushback that we are receiving does not come to a conclusion.

Mayor Winfield: Mayor Romero, I began the meeting by stating that I believe that it was the responsibility of the entire Board to help move RTA One and RTA Next forward. And I think we've done that, or we've shown that by our discussion in this meeting today. And I think that's each of our commitment and –

Mayor Murphy: Mr. Chair, I just want to add, we've all been here for those 6 and 7 hour meetings, I think in the best faith forward, trying to provide the future revenue stream to these. There's nine different entities that weigh in on percentages and fairness and those types of things. But I've never sat here exiling the City of Tucson or whatever the thoughts were that some of us are doing. I think everybody's been trying really hard for the last six years plus, trying to advance this forward or we wouldn't all be sitting here for endless and endless and endless hours of meetings.

Supervisor Heinz: Mr. Chair.

Mayor Winfield: Supervisor Heinz.

Supervisor Heinz: Thank you and thank you Mayor Romero for six years on, that's an amazing commitment, a lot of time and I too understand and share a lot of your frustrations. With regard to, and everyone, this is a lot of work for everyone. As I said before, we all have other day jobs and, in some cases, I used to be a nighttime doctor, so night jobs as well. So but I'm for some of the specifics, we, to this point is in my understanding, we have not, the council has not approved any adjustments to the plan that was put forward for public comment or, that's true. OK.

Mayor Winfield: We haven't at this time.

Supervisor Heinz: OK, that's what I was kind of curious about how do we envision and again forgive my relative newness and ignorance here but is there a process by which, I know there was a survey with over 2,000 respondents and how are we planning to incorporate and kind of what's the process if someone doesn't mind telling me.

Mayor Winfield: Mr. Moghimi.

Farhad Moghimi: Mr. Chair, Supervisor Heinz, as part of my discussions with individual members, I've collected a list of potential requests for changes. My intent is to follow up with those entities and ask them to submit it in writing. So if anyone has a request for any modifications, hopefully they'll submit that in writing. Then I'll be able to share that with the Board and then come back with areas to look at for some potential adjustments. The feedback from the community was really helpful to zero some of those conversations down as well. So I'll be happy to come back and hopefully try to identify where those opportunities are to align with the feedback as well. Some of the comments I've received from some of the communities were that because we have new leadership, that they really want to go back and look at it and come back with some recommendations. So I look forward to getting that information back as well.

Supervisor Heinz: OK and Mr. Chair, Mr. Moghimi, that's a process that's ongoing or like?

Farhad Moghimi: Yes.

Supervisor Heinz: OK, all right. Thank you.

Mayor Winfield: And so I think it's an important decision here today to say that March is our target date. Also, I think I can say that this item 3 has been a challenge in terms of these unfunded responsibilities that we have, but I think we've made significant progress here this afternoon. And given that we now made some decisions and have provided some direction. I think that that will help facilitate future discussions on the RTA Next topic. So with that, I think I'd like to defer or go to item 5 of the agenda. Any objections? We'll go to item 5.

5. Regional Transportation Authority (RTA) Technical Advisory Committee and Citizen Oversight Committee Overview

[Item #5 Video Link](#)

Farhad Moghimi: Thank you, Mr. Chair, Members of the Board. At the request of Mayor Romero at the last RTA Board meeting, we included this information about the Citizens Advisory Committee, I'm sorry the Citizens Accountability for Regional Transportation, CART for short, and TMC which is the Technical Management Committee. Those are the two committees that are appointed members by this body and obviously they meet on an annual basis. CART meets twice a year, TMC meets minimum once a year, and like you did earlier with the previous item, anytime the Board has any requests for the TMC to review any documents, then the TMC does that. I want to acknowledge and thank the TMC. They've been working very hard on the RTA Next recommendation as well, and the proposals that came in front of you were vetted through the TMC process and that was the ultimate product that they provided to you. So the TMC is very much focused on the technical side of the review and recommendations. CART is an independent committee. It's again, appointed by the Board, but they are independent as an oversight committee. They only provide oversight and any recommendations on the annual reports or any financials that were obligated by law to provide to the public. So the CART committee is involved in providing that oversight and in my opinion, they've been able to obtain all the information they need. Again, in the packet we provided the memo that they received. So they pretty much received every information that comes to the Board that goes to their meetings as well. So they have all the information that they need to be able to, as a committee, if they have any questions, obviously they can raise those during their committee meetings as well. So there's a roster of CART members, as well as a roster of the TMC members. On the TMC side, managers and the County administrator, they serve as the jurisdictional representatives, but then there's also a handful of citizens that are appointed by the Board to serve on the TMC as well. So that one is the hybrid of jurisdictional representatives as well as citizens. With that, I'll open it up for any questions you may have.

Mayor Winfield: Any questions, Board members, especially new members, Mayor Valenzuela? OK. Mayor Romero.

Mayor Romero: I see a couple of people that don't live in Tucson anymore. Are we having quorum issues with the CART Committees?

Farhad Moghimi: Mr. Chair, Mayor Romero, the requirement is to be a citizen of Pima County. To our knowledge, we don't have any issues with the quorum. They meet twice a year and we've been able to have those meetings. I believe there were a couple of members that have been renewed recently, but we have sufficient number of people to meet quorum. Quorum for the CART Committee is 12 individuals and we've been able to meet that.

Mayor Romero: Are there any people here on the CART at large appointed citizens that are not showing up or have not attended meetings complying with the amount of times that they show up?

Farhad Moghimi: Mr. Chair, Mayor Romero, not to my knowledge. They might have missed a meeting here and there but I think they're all engaged and involved to my knowledge.

Mayor Romero: I'm seeing one person that no longer lives in Arizona.

Farhad Moghimi: Which one is it?

Mayor Romero: Wendell Long.

Farhad Moghimi: Again, they have not informed us.

Mayor Romero: I need to know, we should know who that is appointed citizens or maybe even in the jurisdictional representatives, who has missed more than 3 times or according to what the bylaws say in terms of people showing up to these meetings and any of these people that have not been showing up or have decided to not be part of this committee anymore so that if this Board needs to reappoint, that we do that.

Farhad Moghimi: Sure, be happy to. We can send out an email and request for everyone to let us know if they're no longer eligible to be a member and again, because they're an independent committee, they need to submit a resignation, so we would ask them to do so.

Mayor Romero: You mean they're not staffed appropriately? RTA does not staff these meetings?

Farhad Moghimi: We do, but if there's an individual that is no longer eligible to be a member of CART, we need to ask that individual to submit a resignation from CART.

Mayor Romero: I don't believe that is the case. I believe that we need to see the meeting minutes and see who has been showing up. I don't know if there's a sign up sheet. We need to see who is not showing up and what the bylaws say about their presence and how many meetings they can miss, so that if they are no longer interested or no longer showing up, we can reappoint to this committee.

Farhad Moghimi: Mr. Chair, Mayor Romero, be happy to do that. We have the attendance sheet. We have all that information. All I was suggesting was to ask them again to self-verify that they are still a resident in Pima County and eligible to stay on. But I do understand your question and we'll follow up with that.

Supervisor Heinz: Mr. Chair.

Mayor Winfield: Supervisor Heinz.

Supervisor Heinz: Thank you. And again, this might be just a clarifying question, but has it been the history of this organization that the Citizen Oversight Committees, they're meeting every 6 months, like twice a year. That's like normal or is that, just that that doesn't feel like a lot of meetings for me.

Mayor Winfield: Mr. Moghimi.

Farhad Moghimi: Mr. Chair, Supervisor Heinz, again since it's an independent committee and their own bylaws only requires to meet twice a month, I mean twice a year, so we've been following their own, obviously, wishes as part of their bylaws. Based on the information they review, and oversight role that they have, it's been sufficient because they wait to get the annual report for example. So it's typically at the end of each fiscal year and mid fiscal year.

Supervisor Heinz: And Mr. Chair, how would they go about trying to meet more frequently? Would they have to change something themselves or would we have to ask them to do that or how would that happen?

Farhad Moghimi: Thank you, Mr. Chair, Supervisor Heinz. Again, it is an independent committee, so it would be at their wishes to be able to do that. Be happy to discuss it with their officers and see if there's a desire to do so.

Mayor Winfield: Chairman Jose.

Chairman Jose: Chairman of the Board, Board members and others present. So how do they get elected on this committee? How do they get appointed to this committee?

Farhad Moghimi: Mr. Chair, Chairman Jose, so the top list is from each entity, there's one individual that is nominated by each entity, and then this Board appoints them. So that came forward from each entity. So those are the individuals on the top section. On the at large portion, the individuals at the bottom, we had an application process. We went through the application process. They submitted their interest and we've been using that process, and we can renew it as needed to identify individuals that the Board wants to appoint. And so they've been appointed by this Board as potential applicants that were interested to serve. And once they're on there, I'm sorry, their term is 6 years. So during those 6 years, we haven't obviously have any turnover recently, but at this point, if anyone's else's term comes up, they only have a 1 year term left because the term sunsets with the RTA.

Chairman Jose: OK, so the only way they can be removed is if they remove themselves or disbarred?

Farhad Moghimi: Yes.

Chairman Jose: And the reason I'm asking is because I think there's Tohono O'odham Nation there and I see an individual there who is no longer employed or holding a position within the Tribe, that concerns us.

Farhad Moghimi: Mr. Chair, Chairman José, because they're independent, their bylaws are a little bit more essentially hands off from our perspective because we want to make sure that they can decide once someone is appointed, under what conditions they can be removed. So from that perspective, again, I'll be happy to discuss it with the CART officers. But historically, if there was a vacancy, then there's an opportunity to replace that vacancy. But the bylaws are very specific on replacement that they cannot be replaced because of their independent role.

Chairman Jose: OK, so the Board just appoints them, and then whatever their bylaws state, is –

Farhad Moghimi: They have a 6-year term, yes.

Chairman Jose: OK. All right. And I'd be interested in seeing this individual for Tohono O'odham Nation and their participation in there and so forth. And I guess probably take a look at their bylaws, because if their bylaws say that they meet for once or twice a year, I don't know, most generally bylaws don't forbid you from meeting more than once. And with the amount of work that's here, I think it should be more than once. And respectfully, I just want to say that I sit here representing the Tohono O'odham Nation, 2.1 million acres of land, majority in Pima County, 36,000 enrolled members of a fully recognized tribe with the majority of our members living off the reservation and living in your cities and towns and counties and what have you. And we may not have any big projects on the list, but we're here and participate because our members do live in your cities and towns. And we are here to look at how we move things together. But I

think I would reserve a lot of my thoughts that I have but I think in order to continue to move forward, I think, I have seen some of the history of the RTA and PAG and so forth and it boils down to communication. Some of the stuff we talked about, I'd like to see, too. I was looking at that list and I'm wondering, so none of these ever got addressed. I'd like to see the shorter list and just best practices moving forward. So this CART Committee that we're talking about, I knew he was sitting on here. I reached out to him, because if they have been meeting, it's not reported to Tohono O'odham Nation. So if we appointed him and then it's a misrepresentation because hasn't reported back to the nation. But anyway, so I'm pretty sure their bylaws are public so take a look at it and reach out to that individual there.

Farhad Moghimi: Thank you. Mr. Chair, Chairman Jose, again, I'd be happy to follow up on that individual and I'll send you an email about our findings.

Mayor Murphy: Mr. Chair, just a qualifying question because when I supported putting on recommended previous Supervisor Valadez, he lives in our town and he obviously sat on this Board for many, many years. But I don't actually reach out on a regular basis because I thought it was more of an auditing oversight committee. So, I purposely didn't, unless he brought something to me. I wasn't overtly reaching out to him because I was trying to keep that separation. After appointing him, I didn't want to unduly influence him. Am I off base on that or is that sort of the-

Farhad Moghimi: Mr. Chair, Mayor Murphy. That's probably a good way of looking at it because they're supposed to be independent and represent the citizens. I think that's the way they view themselves as well. So they do not interact with the Board members on any RTA-related issues to my knowledge. But if they do, that's obviously they're prerogative.

Mayor Murphy: OK, thanks.

Mayor Winfield: Mayor Romero and then Chairman Jose.

Mayor Romero: I want to note that Pima County, which are the jurisdictional appointees, has a vacant seat. And also, just curious, there is a new chairman of the Pascua Yaqui Tribe. There is a new chairman of the Tohono O'odham, a new Mayor for South Tucson, a new Mayor for Marana. And I just wonder what availability of the new mayors and chairmen can they review with their council who they want to represent their jurisdiction. I would like to see the bylaws as well for the CART and the TMC if they exist. We have tried going into RTA website, and it's very, very difficult to find any bylaws for any of these committees. And today we found out that the RTA does not have bylaws. That it relies on PAG bylaws to be able to receive its power, to be able to work for us. The only thing that RTA has are policies, objectives, and procedures. And they're very, very heavily focused on processes to get the projects done. So I would be very curious as to where exactly on the website these by-laws exist and why they're not being made easily publicly available for the community and the public to see as well as shared with the RTA Board. So it would be good Mr. Chair for all of us to receive the bylaws that Mr. Moghimi is saying exist for these, and what are the possibilities for the jurisdictions that have new leadership to appoint new members for the CART?

Mayor Winfield: So we can receive those bylaws, but it's my understanding that when these individuals are appointed, it's for a 6-year term, so to speak.

Farhad Moghimi: Yes, sir, Mr. Chair. So the CART Committee, again, because it's unique and it's an oversight independent committee, there's a term limit. And obviously when their term is up, we'll bring back to the Board with a nomination for potential replacement or extension. And we've done that with multiple of these folks in the past, but yes, once their term expires, then the seat is declared vacant. Absent of that, we've never had a situation that anyone was replaced in order to honor their bylaws.

Mayor Winfield: But the term is for 6 years, correct?

Farhad Moghimi: Correct.

Mayor Winfield: So I've had a similar experience as Mayor Murphy. I mean I knew who served on the CART Committee representing Oro Valley. When I came into my office, they were already kind of midway between their term. They completed that term, and then we reappointed, actually, in this case, the previous representative. But I don't think it's the intention for when there's a change in elected leadership to change these positions. They're really independent of the elected leaders. OK, so we'll get the bylaws. Okay, Supervisor Heinz and then Chairman José, did I forget you? OK.

Supervisor Heinz: I'm reading from the website. It looks like with regard to RTA committees, so the RTA Citizens Accountability for Regional Transportation or CART Committee reports directly to the RTA Board. This is the one that's twice annual I guess. How does that happen? Again I'm sorry I'm asking questions that you all may know but like –

Mayor Winfield: It's a good question.

Supervisor Heinz: In what capacity do they like send an, does the chair get an email from whoever's running that particular committee to put something like hey, we need to say something to you about some concerns we have, this oversight thing. And then they come and present or does it go through the, can you let me know how that works?

Mayor Winfield: Well, first of all, Supervisor Heinz, this is a rotating chair, right, so of 1 year. We're about 6 months into this year. I have not received an email to date from the CART chair, but that also may not have been the tradition either. So Mr. Moghimi can probably answer better.

Farhad Moghimi: Happy to, Mr. Chair, Supervisor Heinz. So yes, of course, they can communicate with any Board member or with the chair as they wish. They do have their own officers, and their officers obviously decide if there is any recommendation from them, they would advance that to the Board. Typically, they would communicate that with the RTA chair and with myself, and then we would bring that information to the Board. Historically, I think, at least the officers

felt that this separation is important. So they have been trying to maintain that separation and they can issue their own findings or their own recommendations and then independently that information can come to the Board, if there is such a situation. Historically, there hasn't been any situations. For example, I recall 10, 15 years ago, there was even a discussion to forward a recommendation at the committee and the committee collectively decided that that's not their role to forward a recommendation, it's to issue their own findings.

Supervisor Heinz: So Mr. Chair, has this ever happened? Have they come to report anything to us ever in like 19 years?

Mayor Winfield: Well, I'm sure that they have. I can't remember anything specific, Supervisor Heinz.

Farhad Moghimi: Mr. Chair, Supervisor Heinz. Again, the example I provided was because they have not collectively decided on doing so, of course if they wish to do so then they can do that.

Mayor Winfield: Chairman Jose and then Mayor Romero.

Chairman Jose: Thank you, Mr. Chairman, members of the Board. I was just wanting to kind of understand this makeup and if it's kind of like that on their own type of thing, I want to respect that as well, too. But I thought I saw somewhere that like the TMC was going to report to the CART Committee and I mean there needs to be connections somewhere like that. And not to go in there and micromanage this committee that's kind of supposed to be on its own, I guess we kind of get the policies or whatever is there, too, so we understand that. I just want to know, getting in the swing of things and everything, how we all work together. And when I said that, the nation hasn't received any information from this individual. I'm not saying it's a bad thing and maybe they chose not to or maybe they haven't met. I mean, I just think there needs to be some connection somehow, somewhere along the line and respecting that separate role that they have as part of this whole organization. So I don't really, maybe I'm the only one that doesn't understand how they all play into this whole mix of things, so I'd

appreciate that. And who's the Board or the chair of this CART Committee?

Mayor Winfield: Mr. Moghimi.

Farhad Moghimi: Mr. Chair, Chairman Jose. So they elect among themselves. Currently they have a chair, a vice chair and a secretary. So among themselves, they have an election on annual basis. Currently I believe it's, I want to say it's, I believe it's Fred Narcaroti. He's the chair currently.

Chairman Jose: Thank you, Mr. Chairman and members of the Board. Nothing further.

Mayor Winfield: Mayor Romero and then Mayor Murphy.

Mayor Romero: I believe that the jurisdictional appointments are appointed by the jurisdiction and that's why I'm asking for the bylaws so that we, the RTA Board members can see exactly how we can communicate with at least our jurisdictional appointees. There has to be a voice for the nation or a voice for the city or a voice for Pima County on that committee. And so I don't take the position that you all take in terms of having communication with our appointees in different areas. We don't have the time to be able to spend a lot of time with our appointees, but I would hope that the appointee for the O'odham Nation is one, showing up, and two, has the best interest of the Tohono O'odham people and the Nation at heart and how do you know that if you don't touch base with the appointee? The other thing I'm remembering very clearly is that both Supervisor Scott and I believe others at different points, the last 6 years, have been asking that our committees come and show up here and talk to us in person. We requested that and we had from the TMC and from the Citizens Advisory Committee years ago and they did start coming here to report to us. That's when I started seeing some advancement on some work on the RTA Next. And so I would request that the CART come to our next meeting and present. I've heard that they haven't been here in years, and so I would want to hear from the Board members of the CART, maybe the chair, vice chair, secretary, to come and directly talk to us about their work and what they have been working on. I would,

especially, if their accountability commission or committee, I would love for them to tell us what they see that's good, what they see that's wrong, and how we can move forward, especially if they're an accountability committee. I don't know if we need that in the form of a motion.

Mayor Winfield: Mayor Murphy.

Mayor Murphy: I was just going to say, chairman Jose being on the Board quite a long time, part of maybe some of that communication, at least from my perspective, has been we had a really clean audit on the 10-year, we had a really clean audit on the 15-year, so they just might not have felt between the separation of powers, so to speak, and as well as how it's performed over the last 15 years. I see Supervisor Valadez for lunch, that topic doesn't usually come up. I usually ask about other things because I sort of rely on him to, if he has concerns from that, to bring it to me. So I just kind of have that little bit more of that hands-off approach. But I don't know if that give you any, thank you.

Mayor Winfield: Mr. Moghimi.

Farhad Moghimi: Mr. Chair, if I may, along those lines, Mayor Murphy, so that the chair of the CART does provide an annual report. So there's a letter from the chair of the RTA as well as the chair of the CART in the annual report. So that's the most recent, at least written communication from the CART chair, if you'd like to take a look at that.

Mayor Romero: Mr. Chair, my question still open if we need a motion to direct the CART to come and present to RTA Board. I would love for them to come and present so, I don't know if we need a motion. What do you think?

Mayor Winfield: No, I've made a note of it and I'll talk with the Executive Director about getting it on a future agenda. Okay. Any other questions on this topic? If not, the RTA meeting is adjourned. I suggest we take a 10-minute recess. Thank you for the good discussion.

6. Adjournment

The meeting was adjourned at 3:23 p.m.

CERTIFICATION

I hereby certify that the foregoing is the true and correct meeting summary of the Regional Transportation Authority (RTA) Board meeting held on April 21, 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 RTA Board. An audio recording is available upon request and serves as the official minutes. I further certify that a quorum was present.

Dave Adler

Dave Adler, Acting Executive Director

In compliance with the Arizona Open Meeting Law, the RTA legal actions and meeting summary are posted online, and an audio recording is available upon request. In addition, a meeting video is also available at: [YouTube Meeting Recording](#).

Communication #3858

SUBJECT: Program Highlights Report

Meeting	Meeting Date	Agenda Category	Agenda Item #
Regional Council	June 16, 2025	Consent Information	4a

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, April and May 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.

**Staff
Contact/Phone**

Dave Atler, (520) 495-1443

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).

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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 (WQM WG) 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).

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40 – Transportation Activities

Goal 1: Meet federal mandates for regional transportation planning

- Developed a complete draft of the 2055 RMAP for internal review and began finalizing for TPC review.
- Held a monthly larger internal staff coordination meeting to discuss RMAP development status, tasks, and the project timeline.
- Began planning for the required public comment period for the draft 2055 RMAP.
- 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 3: Title VI and Environmental Justice Planning and Compliance.

Strategy: Develop annual Title VI Plan and Report in partnership with ADOT.

- Working on the PAG Title VI Implementation Plan update.

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

- Completed a full draft of the 2055 RMAP for internal review which includes multimodal components.
- 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 includes 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. This includes an air quality benefit analysis that analyzes carbon emissions and additional pollutants. The consultant is actively working on that analysis.

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

- Planned for the Mobility Coordination Working Group meeting forecasted for June 2025.

- Coordinated with 5310 agencies in an effort to identify training opportunities to elevate operational service provisions in the region.
- Worked on efforts pertinent to the growth of volunteer driver programs in the region.

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

- Worked on both 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.
- Worked on updates to the regional vehicle inventory list for inclusion in the coordinated plan update.
- 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. This included a presentation at the Western Pima County Community Council (WPCCC) meeting in Ajo and an Oro Valley focus group meeting.
- Engaged volunteers for the PAG Bicycle and Pedestrian count that concluded May 4.
- Provided an RMAP update to TPC.

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 and included discussion of a new timeline noting an election for RTA Next is tentatively planned for spring 2026.
- 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.

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.

- Continued development of the RATP and microtransit project, which will ultimately help reduce auto emissions and promote alternative transportation for commuters.
- Detailed the investments of active transportation and public transit in the draft 2055 RMAP.
- Attended PAG Regional Active Transportation Plan Technical Working Group Meeting.
- Attended PAG Microtransit Study Coordination Meeting.
- Conducted PAG CRP Projects Update Meeting.

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.
- Complete a draft of the 2055 RMAP for internal review that details multimodal components and proposed investments for alternative and active transportation.

Regional Data and GIS

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

- Continued to revise a draft of 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.
- Continued collecting data on performance measures.

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 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

- Awaiting final data for the Ecopia project (orthophoto feature extraction of land cover and active transportation GIS datasets) expected in early June and reviewed the consultant's draft story map featuring ways to utilize the data.
- 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 review the contents of travel and air quality analysis prepared by WSP for PAG HTSA.
- Reviewed the overall outline of a PAG HTSA report.

- Attended TRB conference on Data and AI for Transportation Advancement.
- 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.
- Received and reviewed spring traffic count data and uploaded the collected data to PAG MS2 website.

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 conducting 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.
- Finalized two interactive StoryMaps to provide guidance on PAG's 208 Plan and permit review processes – PAG 208 Program Summary and 208 Consistency Review Guide for Wastewater Discharges – now available on PAG's website.
- 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 208 Plan update needs, and update contact information.
- Planned June quarterly riparian health assessments for Cienega Creek and Davidson Canyon within Pima County's Cienega Creek Natural Preserve.
- Prepared the draft FY 2023-24 Riparian Health Assessment Summary for review.
- Provided email updates to the Stormwater Management Working Group and interested parties about educational events.

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

- Prepared for a June Watershed Planning Subcommittee meeting to discuss water-related topics of regional interest and provide annual notification of 208 Plan administrative updates. Meeting postponed.
- Participated in the Santa Cruz Watershed Collaborative (SCWC) drought planning meeting, funding PAG's advisory role through a Bureau of Reclamation grant. Drafted a regional outreach toolkit for local environmental resilience.

12 - Regional Air Quality Planning

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

- Received and reviewed interagency consultation comments for the draft 2055 RMAP air quality conformity analysis.
- Revised Chapter 8 Air Quality Conformity and Environmental Considerations to incorporate revised modeling outputs and consultation feedback.
- Attended PAG EPAC Meeting.
- Attended ICLEI USA ClearPath 2.0 Introductory Webinar.
- Attended EPA Multi-jurisdictional Organization Meeting for motor vehicle emissions modeling.
- Attended ADEQ Rillito PM10 State Implementation Plan Update Meeting.
- Prepared inputs (vehicle weight, annual VMT, % VMT by road type) for AP 42 equations to estimate reentrained PM₁₀ for Rillito PM₁₀ nonattainment area for 2055 RMAP analysis years 2030, 2035, 2045 and 2055.

- Prepared inputs and ran MOVES models for Rillito PM₁₀ nonattainment area and the PAG region for 2055 RMAP analysis years 2030, 2035, 2045, and 2055.

44 - Regional Economic Vitality

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

- Conducted the May Environmental Planning Advisory Committee (EPAC) meeting to approve the EPAC Top Environmental Issues List for 2025 and hear from a panel on wildlife corridors and crossing infrastructure in Pima County.

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 May 30, 2025.
- Prepared initial outline and draft materials for MAP Talk podcast on RTA Next tentatively scheduled for late fall 2025.
- Worked with MAP Board to finalize and receive copies of MAP Annual Report for RTA and PAG Board member distribution.

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 = 274
 - Bear Canyon Trips = 242
 - Total Passengers in May = 9,640
- Participated in a USFS coordination call with Forest Service staff.
- Updated and submitted 2025 Crawler Operating Plan for review and approval to PAG Executive Director.
- Successfully passed onsite USFS inspection with no noted concerns.

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 nine TRP companies totaling 13,470 employees in May.
- Conducted robust outreach for 2025 AIR Survey and achieved 95% completion before end of month.
- Finalized GIS work on updated TRP interactive map to be presented at the June TRP Task Force Meeting.
- Submitted final ADEQ billing and program activity summary for April 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 April 2025 expenses.
- Updated PAG budget tracking sheet for April FY 2024-25 ADEQ Grant contract period. ADEQ funds will be exhausted in mid-May.
- Received fully executed ADEQ annual agreement for funding of TRP program for FY 2025-26.
- Worked with PAG Communications for Sun Rideshare newsletter to address ozone season.

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 16 employers representing 13,470 employees.
- Conducted four new TC orientations for TRP employers who made new assignments for their organizations.
- Began planning for June 23 bi-annual task force meeting.

63 - Regional Modeling

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

- Completed running 120 ABM and 120 MOVES runs for ABM Exploratory Tool project.
- Attended TRB conference on Data and AI for Transportation Advancement

Goal 2: Research and develop UrbanSim land use model

- Launched mini-RFP process, selected consultant, and convened kick-off meeting for AZ-SMART/UrbanSim land use model evaluation and recommendation project.

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

- Continue review of a draft RMAP report and developing 2055 RMAP Technical Addendum.

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

- Continued GQ data collection.
- Attended CTS meeting for population estimates and projections.

Goal 5: Develop regional employment data

- Continued employment data processing optimization.

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

- Continued 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.
- Finalized new Valley Metro IGA for Route 685 operations.
- Worked with staff to validate potential inaccuracies with contractor invoices.
- Discussed ADA eligibility appeals.
- Brainstormed internal SQL Database structure for transit data archiving purposes.
- Picked up physical vehicle title for disposal.
- Finalized the new RTA Sun Shuttle Scope of Work and Contract.
- Discussed rider safety incident with WeDriveU staff.
- Transit planning and data analysis.
- Attended Microtransit study biweekly meeting with Kimley Horn.
- Finalized new bus stop sign location project for Route 486.
- Attended PAG Transit Focus Group meeting for microtransit study in Ajo.
- Worked on an action plan for making service changes to Route 430.
- Attended in-person meeting with Sun Tran service planning and marketing teams to discuss August service changes.
- Worked on the 5311 reimbursement for last month.

RTA Budget

- Developed FY 2026 RTA Recommended Budget.
- Provided budgetary approval of RTA invoices from jurisdictions.
- Reviewed financial exhibits for new IGAs and IGA amendments.
- Developed financial exhibits for new IGAs and IGA amendments.
- Maintained off-line RTA Financial Terminal. This sheet tracks fund balances and programming through 2026 of RTA and supplanted HURF (12R).
- Updated project and IGA budget within RTA web.
- Attended monthly project updates for Element I roadway projects.
- Reviewed financial exhibits for new IGAs and IGA amendments.

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 #3859

SUBJECT: Contracts and Agreements Report

Meeting	Meeting Date	Agenda Category	Agenda Item #
Regional Council	June 16, 2025	Consent Information	4b

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.

Staff Contact/Phone	Dave Atler, (520) 495-1443
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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 #3860

SUBJECT: Federal Transportation Reauthorization Bill Update and Regional Perspectives

Meeting	Meeting Date	Agenda Category	Agenda Item #
Regional Council	June 16, 2025	Information	5

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
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None.

FINANCIAL CONSIDERATIONS

None.

TECHNICAL, POLICY, LEGAL OR OTHER CONSIDERATIONS

None.

ATTACHED ADDITIONAL BACKUP INFORMATION

None.

Staff Contact/Phone	Dave Atler, (520) 495-1443
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Communication #3861

SUBJECT: Regional Transportation Revenues Update

Meeting	Meeting Date	Agenda Category	Agenda Item #
Regional Council	June 16, 2025	Information	6

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

Staff Contact/Phone	Dave Atler, (520) 495-1443
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Regional Council

June 16, 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 Apportionments¹

Regional HURF 12.6% Actual Revenue YTD	Regional HURF 2.6% Actual Revenue YTD	RTA Actual Revenue YTD	Annual STBG Apportionments²
\$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

¹ See tables below in this report for detailed view

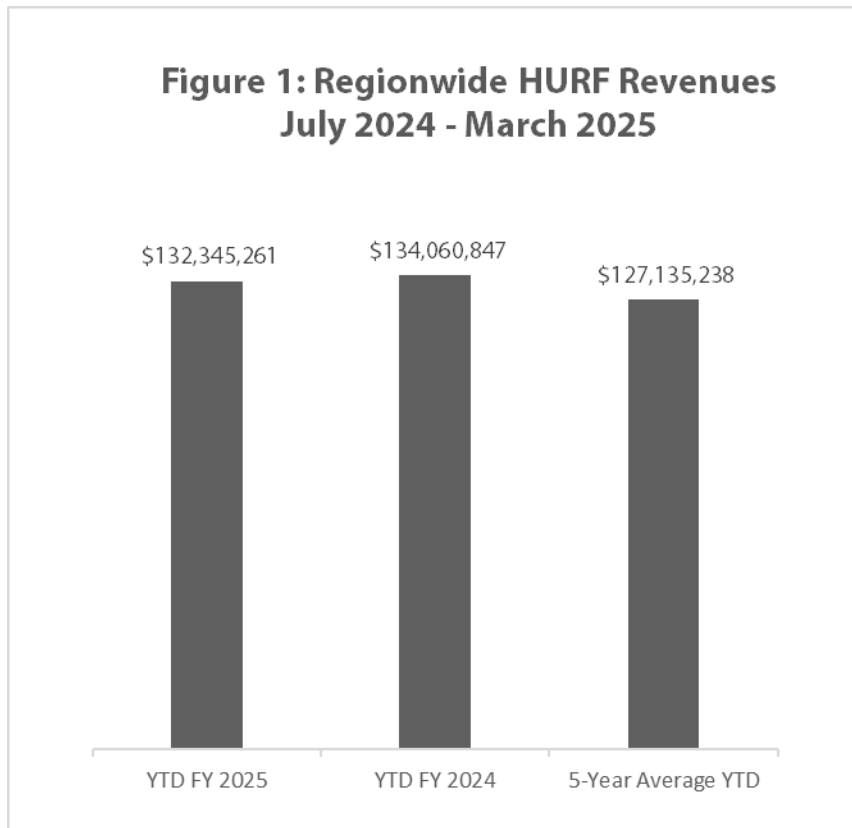
²Apportionments are not tracked as monthly actuals. Therefore, this table represents a full year total. Please see Appendix 2 of the adopted FY 2025–FY 2029 TIP for more information.

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**

	YTD FY 2025	Compared to YTD FY 2024	Compared to 5-year Average
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

Month	FY 25 Actual	FY 25 Projected ³	FY 25 Actual vs FY 25 Projected	FY 24 Actuals	FY 25 vs FY 24 Actuals
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	
SUBTOTAL (YTD)	\$24,339,370	\$20,877,561	16.58%	\$20,705,337	17.55%
TOTAL		\$28,419,000		\$31,519,095	

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.

³ 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% Report⁴

Month	FY 25 Actual	FY 25 Projected ⁵	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	
SUBTOTAL (YTD)	\$5,443,862	\$4,307,893	26.37%	\$4,669,984	16.57%
TOTAL		\$5,864,000		\$7,115,310	

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.

⁴ HURF 2.6% is limited to projects on the state system (TIP Policies and Procedures PO10.0)

⁵ 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% Balances⁶

PAG HURF 12.6% Balance	
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
Year-over-year	36.03%

Source: ADOT Monthly Receipts and Expenditures Report

⁶ 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

Month	Marana	Oro Valley	Sahuarita	South Tucson	Tucson⁷	City/Town Total
July	\$364,615	\$330,699	\$239,802	\$32,497	\$4,689,630	\$5,657,243
August	\$362,404	\$328,688	\$238,345	\$32,298	\$4,648,876	\$5,610,611
September	\$375,228	\$340,301	\$246,772	\$33,438	\$4,815,838	\$5,811,577
October	\$376,174	\$341,181	\$247,403	\$33,526	\$4,830,582	\$5,828,866
November	\$376,792	\$341,737	\$247,808	\$33,580	\$4,833,237	\$5,833,154
December	\$412,191	\$373,845	\$271,090	\$36,734	\$5,276,921	\$6,370,781
January	\$395,808	\$358,987	\$260,315	\$35,275	\$5,075,754	\$6,126,140
February	\$366,552	\$332,453	\$241,074	\$32,668	\$4,704,105	\$5,676,853
March	\$410,604	\$372,406	\$270,046	\$36,593	\$5,256,397	\$6,346,046
April						
May						
June						
TOTAL	\$3,440,370	\$3,120,298	\$2,262,655	\$306,609	\$44,131,339	\$53,261,271
Actual YTD (25/24)	1.16%	1.16%	1.16%	1.16%	1.37%	1.33%
Actual YTD (25/5-yr avg)	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

⁷ 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

Month	12.6% Funds	2.6% Funds	PC HURF	PC VLT	Regional Totals⁸
July	\$2,861,798	\$590,530	\$4,525,154	\$1,800,100	\$14,556,856
August	\$2,572,128	\$585,069	\$4,456,331	\$1,609,312	\$13,973,061
September	\$2,596,530	\$593,438	\$4,643,469	\$1,589,990	\$14,341,417
October	\$2,678,309	\$607,597	\$4,665,583	\$1,770,934	\$14,653,190
November	\$2,691,077	\$609,213	\$4,640,375	\$1,442,908	\$14,322,378
December	\$2,666,083	\$600,552	\$5,089,272	\$1,535,170	\$15,293,930
January	\$2,879,065	\$645,282	\$4,898,636	\$1,857,726	\$15,468,825
February	\$2,794,572	\$626,850	\$4,520,366	\$1,542,664	\$14,289,085
March	\$2,599,810	\$585,331	\$5,076,219	\$1,803,103	\$15,446,520
April					
May					
June					
TOTAL	\$24,339,370	\$5,443,862	\$42,515,404	\$14,951,906	\$132,345,261
Actual YTD (25/24)	17.55%	16.57%	1.05%	6.40%	-1.28%
Actual YTD (25/5yr avg)	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

⁸ 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

FY	Marana	Oro Valley	Sahuarita	South Tucson	Tucson	Pima County HURF	Pima County VLT
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
Total	\$20,379,561	\$19,081,463	\$13,208,957	\$2,430,725	\$272,202,830	\$261,951,266	\$87,299,596

Source: ADOT HURF Monthly Distribution Report and ADOT VLT County HURF Breakdown

Table 10: YTD Comparison of Gasoline Sales: July – March (All Years)

Pima County Sales	Gallons YTD⁹	Percent of Statewide
FY 2025	290,083,785	12.75%
FY 2024	291,542,964	12.93%
FY 2023	292,661,515	13.18%
FY 2022	297,197,526	13.20%
FY 2021	264,949,324	13.00%
5-Year Average	287,287,023	13.01%

Source: ADOT HURF Monthly Distribution Report

⁹ Figures shown represent the same year-to-date period for each of the previous four fiscal years.

Table 11: RTA Revenue Budget and Actuals¹⁰

RTA Revenues					
Month	FY 25 Actual	FY 25 Adopted	FY 25 Actual vs FY 25 Adopted	FY 24 Actual	FY 25 vs FY 24 Actual
July	\$10,052,110	\$10,274,103	-2.16%	\$10,017,256	0.35%
August	\$10,194,257	\$10,554,977	-3.42%	\$10,291,109	-0.94%
September	\$10,160,647	\$10,448,416	-2.75%	\$10,187,212	-0.26%
October	\$10,265,121	\$10,444,883	-1.72%	\$10,183,766	0.80%
November	\$10,186,788	\$10,327,411	-1.36%	\$10,069,231	1.17%
December	\$10,843,289	\$9,785,622	10.81%	\$9,540,987	13.65%
January	\$11,873,677	\$11,959,696	-0.72%	\$11,660,710	1.83%
February	\$10,222,597	\$10,224,512	-0.02%	\$9,968,904	2.54%
March	\$10,045,144	\$10,154,154	-1.07%	\$9,900,306	1.46%
April		\$11,175,132		\$10,895,760	
May		\$10,763,678		\$10,494,592	
June		\$10,654,416		\$10,388,062	
Subtotal (YTD)	\$93,843,631	\$94,173,774	-0.35%	\$91,819,481	2.20%
Total		\$126,767,000		\$123,597,894	

Source: Arizona Department of Revenue

¹⁰ 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 #3862

SUBJECT: 2055 Regional Mobility and Accessibility Plan (RMAP) Development Update

Meeting	Meeting Date	Agenda Category	Agenda Item #
Regional Council	June 16, 2025	Information	7

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

The TPC at its June 11, 2025, meeting approved the PAG draft 2055 RMAP and open a 30-day public comment period.

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

Staff Contact/Phone	Dave Atler, (520) 495-1443
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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
				Total Cost:	\$16,197,160.00	