

Regional Council Meeting

At or after 12:00 p.m., Thursday, Dec. 4, 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.

The Regional Council may vote to go into Executive Session pursuant to A.R.S. § 38-431.03(A)(3) for discussion or consultation for legal advice with the attorney or attorneys of the public body regarding any item specifically listed on this agenda.

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	
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3. **Meeting Summary Approvals**

The Regional Council will consider corrections and may amend the draft meeting summary of Sept. 25, 2025, during the meeting prior to approval.

Action: The Regional Council will be asked to approve the meeting summary of Sept. 25, 2025.

STAFF MEMO	ATTACHMENT(S):
	• Meeting Summary of Sept. 25, 2025

4. **Consent Agenda Items**

All items listed under the Consent Agenda are for information purposes only. Staff are available to report on any of these items if the Regional Council elects to remove an item for discussion and possible action.

Items a - b: Informational

- a. **Program Highlights Report**

STAFF MEMO	ATTACHMENT(S):
	• OWP Monthly Report for September and October 2025

b. Contracts and Agreements Report

STAFF MEMO	ATTACHMENT(S): • CAR Report
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5. PAG Regional Active Transportation Plan (RATP)

PAG staff and the project consultants from Kimley-Horn will present the RATP for final review and recommendation to the Regional Council.

Action: The Regional Council will be asked to approve the Regional Active Transportation Plan.

STAFF MEMO	ATTACHMENT(s) • Final-Draft-Regional-Active-Transportation-Plan-RATP.pdf
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6. Dial-a-Ride and Microtransit Service Area Analysis

PAG staff will present the findings and results of the Dial-a-Ride and Microtransit Service Area Analysis.

This is an information item.

STAFF MEMO	ATTACHMENT(s) • PAG Dial-a-Ride and Microtransit Service Area Analysis Final Report
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7. PAG Social Services Planning Subcommittee – Social Services Block Grant

Annually, Pima Association of Governments (PAG) works with the Arizona Department of Economic Security (ADES) to review and provide recommendations based on the initial SFY27 Federal Social Services Block Grant allocations for the PAG region. PAG staff will review the recommendations for Regional Council action.

Action: The Regional Council will be asked to approve the recommended funding allocations for the Federal Social Services Block Grant (SSBG) to the Arizona Department of Economic Security (DES). The funding allocations for Pima County are pertinent to the 12 to 13 service intent categories of the five broad service categories under the Social Services Block Grant. The recommendations will result in funding for agencies in SFY2027. PAG makes funding recommendations for service categories not agencies. It does not review applications, reports or have input into the State Process once the plan is approved. The total amount of money

available for Pima County through this block grant is consistent from year to year and is typically \$1.4 million.

STAFF MEMO	ATTACHMENT(S):
	SFY2027 Social Services Planning Subcommittee recommendations for the Social Services Block Grant

8. 2025 PAG Title VI Implementation Plan

As a recipient of federal funding, Pima Association of Governments complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations to ensure that planning, programming and project implementation activities are free of discrimination. PAG's Title VI Implementation Plan is annually updated to meet requirements established by the Arizona Department of Transportation, which oversees PAG's designation as a metropolitan planning organization. Staff will provide an overview of the updated plan for 2025.

Action: The Regional Council will be asked to adopt the 2025 PAG Title VI Implementation Plan so staff may submit the approved plan to ADOT as required.

STAFF MEMO	ATTACHMENT(S):
	PAG Title VI Implementation Plan Final Document

9. Executive Director's Employment Agreement

At the Oct. 29, 2025, Special Meeting of the RTA Board, a motion was made to task Legal Counsel to craft a contract for the current Executive Director of Pima Association of Governments (PAG) and the Regional Transportation Authority (RTA) that will ensure the long-term leadership of both organizations.

Open Discussion: The Regional Council will review and discuss the employment contract for the Executive Director of Pima Association of Governments (PAG), who also serves as the Executive Director of the Regional Transportation Authority (RTA) of Pima County.

Possible Action: The Regional Council will be asked to approve the contract for the Executive Director of Pima Association of Governments (PAG) and the Regional Transportation Authority (RTA) of Pima County.

STAFF MEMO	ATTACHMENT(S):
	Employment Agreement

10. Request Future Agenda Items

Members of the Regional Council may request items to have considered for discussion on future meeting agendas.

STAFF MEMO	
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11. Executive Session

Pursuant to A.R.S. § 38-431.03 (A)(3) (discussion or consultation for legal advice with the attorney or attorneys of the public body) and (A)(4) (discussion or consultation with the attorneys of the public body in order to consider its position and instruct its attorneys regarding the public body's position regarding contracts that are the subject of negotiations, in pending or contemplated litigation or in settlement discussions conducted in order to avoid or resolve litigation), the Regional Council will meet in a joint executive session with the RTA Board of Directors for legal advice and possible instructions regarding a Notice of Claim from the former executive director.

Possible Action: The Regional Council may provide direction to the Executive Director and legal counsel regarding the matters discussed in executive session.

STAFF MEMO	
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12. Adjournment

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

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

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

SUBJECT: Call to the Audience (Remote Access Option)

Meeting	Meeting Date	Agenda Category	Agenda Item #
Regional Council	Dec. 4, 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.

SUBJECT: Meeting Summary Approvals

Meeting	Meeting Date	Agenda Category	Agenda Item #
Regional Council	Dec. 4, 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 Dec. 4, 2025, meeting, Regional Council members are asked to please review the Sept. 25, 2025, meeting summary in this meeting packet and submit written suggestions to staff (jontiveros@PAGregion.com) to request amendments 24 hours prior to the Dec. 4, 2025, meeting.

During the Dec. 4, 2025, meeting, the Regional Council may consider suggestions and may amend the draft summary prior to approval.

Regional Council Meeting Summary

Meeting Summary of Thurs, September 25, 2025

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

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

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

Regional Council Members Present: Mayor Jon Post
General Ted Maxwell
Mayor Tom Murphy
Supervisor Matt Heinz
Mayor Roxanna Valenzuela
Mayor Joe Winfield
Chairman Verlon Jose
Chairman Julian Hernandez
Mayor Regina Romero

Regional Council Members Absent: None

Staff Lead: Michael J. Ortega, P.E., Executive Director

The following is an audio-to-text transcription of the **Regional Council Meeting held on Thursday, Sept. 25, 2025**, and is being used as the written summary of the discussion. Minor changes were made to the transcription to include grammar or formatting for clarity, YouTube links/time stamps, spelling corrections and the addition of the agenda number or items based on the posted agenda.

Agenda

1. Call to Order (1:44 p.m.)

[Item #1 Video Link](#)

Mayor Romero: All right, we are starting, convening the meeting of the Regional Council for Pima Association of Governments. Item 1 is call to order. Item 2 is... Oh, do you need to do roll call, Jacki?

MEMBERS PRESENT AT ROLL CALL:

- Mayor Romero
- Mayor Winfield
- Mayor Tom Murphy
- Mayor Roxanna Valenzuela
- General Ted Maxwell
- Mayor Jon Post
- Chairman Julian Hernandez
- Chairman Verlon Jose
- Supervisor Matt Heinz

Mayor Romero: All right, Item 2 is Call to the Audience.

2. Call to the Audience (Remote Access Option)

[Item #2 Video Link](#)

Adam Ledford: Madam Chair, there are no speakers at this time.

Mayor Romero: Thank you. Item 3 is meeting summary approval of July 31, 2025.

3. Meeting Summary Approval of July 31, 2025

[Item #3 Video Link](#)

Mayor Winfield: Motion to approve.

Mayor Post: Second.

Mayor Romero: There is a motion to approve the July 31, 2025, meeting summary as presented. There's a motion and a second. Any further discussion on this motion? Hearing none all those in favor, please signify by saying, aye.

Board Members: Aye.

Mayor Romero: Any against? Motion carries. Item 4 is Mission and Overview of Pima Association of Governments (PAG).

4. Mission and Overview of Pima Association of Governments (PAG)

[Item #4 Video Link](#)

Mayor Romero: This item was requested by myself and the vice chair of PAG, because we have some new individuals and wanted to make sure we were clear about the mission of Pima Association of Governments, Mr. Ortega.

Michael J. Ortega: Thank you, Madam Chair. So, this is really an overview. We've given you a lot of information in your packet. It's pretty self-explanatory, but we do have a brief presentation. So, Jamie Brown will be leading us through a brief presentation to go over that. So, thank you, Madam Chair. Jamie.

Director of Strategic Planning, Programing and Policy, Jamie Brown provided the Regional Council with a presentation on PAG's mission and an overview of PAG's federal, state, and policy responsibilities. Discussion points included:

- Primary roles and responsibilities
 - PAG funding
 - Required deliverables
 - PAG membership
 - Economic development
 - Opportunities for planning outside of transportation such as homelessness
- **Audio Presentation:** [Mission and Overview of PAG](#)
 - **Presentation Slides:** [Item 4 Mission and Overview of PAG](#)

Mayor Murphy: Can you just touch on, because it's come up in the past. You have the RMAP. You have the TIP and you have the OWP. Can we discuss anything in an OWP that's not already in the TIP, which is not already in the RMAP? Can you just touch on the population of each one of those? Can they be operated separately? Because my understanding is you got to have it in the RMAP first, then it gets in the TIP, and then we discuss it on a regular basis on the OWP while we're updating the other two. Can you just kind of touch on where projects have to be populated?

Jamie Brown: Thank you, Madam Chair, Council Member Murphy, great question. Thank you very much. Sometimes we have a slide that shows how various plans are nested. So in terms of the transportation plans and projects, things like that, like the roadway projects, we start with the bigger square of the RMAP, the long-range plan must include everything. It's kind of represents the universe of what can be funded. Then within that, within the five years of that, the first five years, you've got the TIP but it's nested within the RMAP. So the TIP can only include projects and programs that are consistent with the long-range plan. We also include the RTA as well within that RMAP, even though the RTA will be 20 years, not five years, but it's inclusive of what's in the RMAP. In terms of the Overall Work Program, it's related because it will identify the fact that we need to work on developing the long-range transportation plan and updating it or the transportation improvement program. But it won't specifically identify transportation projects and programs like you would see in the

long-range plan that our member agencies implement. The Overall Work Program is really focused on the PAG activities, the planning studies that we do that help facilitate that planning and programming, if that makes any sense.

Mayor Murphy: Yeah.

Mayor Romero: Any other? Council Member Maxwell.

General Maxwell: Thank you, Madam Chair. So, a follow-up, and it's probably based on the nexus with federal and state law. So one of the things you pointed out, both of them are interesting, both of them are infrastructure connections. Under the Arizona Revised Statutes 48-5301, it defines that it's for municipalities or regions over 400,000 and less than 1.2 million people. What happens when we go over 1.2 million?

Jamie Brown: Madam Chair, Council Member Maxwell, that's a great question. I am looking over at Mr. Ortega, Legal Counsel, to see –

Mayor Romero: This is for the Regional Council or?

General Maxwell: Yeah, PAG falls under all of them. The interesting thing was the nexus with federal and state law, which was the third slide in the deck, showed IJA, and it showed the Arizona Revised Statutes, and it was the one that references the establishment in 2004 of the RTA under PAG, because it's all part of it. And I know it might be more of an RTA question, but it really is one that I've had for a while, once we go over 1.2 million. I mean, we expected to be above it already, and we're not. We're going to approach it sometime in the future, more than likely. So, I was just curious, is that something any of us who work in public policy should be starting to work to change those population numbers?

Michael J. Ortega: Madam Chair, we'll find out. Short answer is we don't know right this second, but we'll bring back some thoughts for you.

General Maxwell: All right. Thank you, Jamie. Thank you, Madam Chair.

Mayor Romero: Of course, thank you. Any other questions, comments, observations? One of the reasons why I wanted to, and the vice chair, we both wanted to have this presentation, is because there's some change that happened in terms of who's representing which jurisdictions on PAG. And we really have not spent -- at least in the last six years that I have been sitting at this table, we have really not spent enough time understanding what a transportation management area, metropolitan planning organization, and a council of governments, what they really are, and what we could do with these designations. A lot of it is planning, and we see that in the RMAP, and we see that in all the documents that have been put together, the TIP and Overall Work Program. But I don't think we've spent enough time as a Council in part of our governance to be a planning organization where we have visionary goals, right? And part of the work that we can do is in economic development and water quality planning and even public safety and homelessness and community services and assistance planning. We spent a lot of time arguing about the RTA Next. I really want us to dig in at the PAG portion of our meetings to really think in a visionary way as to how we're going to continue growing and thriving as a region. And that pertains to the planning work that we can do, and even in environmental work that we need to do. So, I want us to remember that, and I just want to reiterate to all of us that we have an amazing opportunity through Pima Association of Governments and our separate designations to be able to make a difference in the quality of life and the economic opportunity that we create as a region. So, I will be digging into this piece. Some of you know this about me very well, I'm a planner at heart, and I really like to put together action planning, strategic planning for us so that we can move on to the next level of creating opportunity for our region. So, I will be digging in in terms of our responsibilities as a TMA, as a planning organization, and as a regional council, and looking at the different funding streams and seeing how best we all can work together, come to the table, and move us forward. That's what we should be doing as a region. I just wanted to add that.

Chairman Jose?

Chairman Jose: Madam Chair, board members, council members, committee

members, or whatever our titles are. Thank you for the discussion on the agenda item. It is a great agenda item because I, too, sit here, and in my previous roles with the Tohono O'odham Nation, have been aware of PAG and RTA. Sometimes I question myself, what am I doing sitting here? What am I doing sitting here? Because the people ask me, you participate in all these meetings and all these boards and these things. What is it doing for our nation? How is it affecting our nation? We talk about projects and different things and that, and I know they're jurisdictional, then there are all these other barriers and so forth, whatever, that come up. And the question that always gets asked of me is that, what does that mean for the Tohono O'odham Nation? When we have 2.8 million acres of land, we have over 700 miles of road, improved and unimproved road, and we know that we are on federal land, but the majority of our nation sits in Pima County. And as I mentioned before, you've heard me say this here before, is that of our 36,000 federally recognized enrolled members of the nation, the majority of our members live in your cities and towns. And so I bring that up a lot, is that, I think, Tohono O'odham Nation is kind of looking beyond what's in it for me directly, but what's in it for the whole of us. What's in it for the whole of us in Pima County? What's in it for the whole of us in the state of Arizona? Maybe I should leave that discussion for another. I was going to say the federal government, but that's a whole other discussion. And so, I sit here and I wonder, what am I really doing here? And I have to be the advocate, I have to be the one to go back and when people ask me about it, what is this? I have to explain to them what it is. And maybe that's something that we've got to get better at ourselves, at marketing who we are and what we do, especially now, when we got something that we're pushing to put out there, as that we just discussed. We've got to get better at our marketing on who PAG is, who RTA is, who are you, what do you do? You all are very, very busy, you all have governments to run yourselves, but we spent a lot of time coming here, and rightfully so. And we walk away from the table. Maybe we've had some disagreements, or we agreed to disagree, or however you say that. But I often walk around out of this meeting and I'm saying, what's in it for the Tohono O'odham Nation? What's in it for the people that I'm responsible for, that live in your jurisdiction? And I try to advocate for the best foot forward saying, well, you're always going to prove this, and it's going to prove that, and the project going on here, yes, I know it's taking some time, but

nothing ever gets fixed overnight. So all I'm saying here, I agree with you, your vision as a planner and so forth, we can plan and move forward. But if we're going to ask for the support that we're asking for, for our organizations, meaning PAG and RTA, then we've got to get better at marketing who we are and what we do. Because I will ask, at some point if PAG and RTA maybe can come present to my council, my 22-member council, which we represent the 11 sub-political districts of the Nation, but like I said, a lot of our members live in other jurisdictions. Well, leave it at that, because I would tell you a little bit about history, but you might already know it or you might not know it. Arizona and Sonora is originally, has been verified and solidified as the aboriginal lands of the Tohono O'odham, and we're here from the beginning of time, and we're not going anywhere soon. But we want to, and we choose to be at the table to see how we're going to advance for everyone. But I tell you, that's the question I have when I sit there and I walk out of here, what is there for us, the Tohono O'odham Nation? Maybe not right now, maybe I don't see anything direct, but I see things indirectly that affect our Nation and our people. Because I have to drive almost every day from south to Tucson or from south to Phoenix, or Chairman Hernandez and I just drove all the way up to Flagstaff the other day, and I was very impressed on that road, man. I hadn't been on that road for a long time, but it was a long time coming. And that's what we can do when we do what you're saying, Madam President, about that planning. And we see all these wheels turning in here, but the people on the outside don't see that. That's all I'm saying. So thank you for bringing this topic to the table, and I look forward to more discussion on that matter. Thank you.

Mayor Romero: Thank you, Mr. Chairman. Any others? Council Member Heinz.

Supervisor Heinz: Council Member, am I? OK. All right. Fair enough. Oh, this is fixed now, right? That's cool. Thanks for that. Since this is kind of a where are we going discussion, might it be time, and this would be a question for our attorney as well, because I don't know that I have the answer to this, but she's working on it maybe, I hope. Should it just be the nine people here that are on the Regional Council? The statute says that it can be other entities that run, basically, they operate a transportation agency. Well, I would say that's the University of Arizona,

Pima College. What about our school boards? What about the airport authority? Do we have all the folks on the Regional Council that we should have, and if we decide as a group, I think by maybe a majority that we don't, and we want to expand that membership to some of those other entities, how would that happen? I'm just kind of curious. So that's just a thought for the future. We don't obviously have to do anything, but I'm curious. I think more voices could only improve what it is we're doing, trying to do, and doing for the community.

Mayor Romero: Thank you for the comments. I really appreciate that. I've been thinking about that at the City Council level, and I've felt for some time that there's an economic development void, and that there's a lot of silos in economic development in our region. And so we've taken it upon ourselves on the City of Tucson side to really take the reins as a Mayor and Council of our economic development planning that I see here. And also with school districts, the success of school districts within our city is an important piece of economic development. So, we are going to start that work with our school districts. We've added an agenda item to talk about our partnerships with Pima County and other regional governments. We could do something similar here. You would have to change state law or federal law to expand the people that sit at the table, but that doesn't mean we can't bring our school districts to the table, add them in our committees as we move forward. It's an important conversation we should be having, and so I will be adding agenda items at our PAG meetings that will have us discussing what our vision is for the future and economic development. I see that with MAG, there's community initiatives that they lead in. And this is part of our material that was shared with us for the item, and I would highly encourage that we all read it right, and it'll get our mind going and our ideas going. But in MAG, they have, outside of the transportation planning work that they do, they have an initiative that talks about homelessness, that talks about economic development, environmental work. These are important issues that we should be talking about, and we should definitely make sure that the voices of the O'odham people and the Yaqui people are part of that conversation. We should be able to answer each and every one of us. We should be able to answer quickly how our residents at each of our jurisdictions benefit from sitting at the PAG table, and so now that we have the RTA Next at the table, it still needs to be voted on, and there's

a lot of work that needs to happen there, but we have a different PAG Council, and we have different attorneys and a different executive director. We have an opportunity to advance these conversations and the visionary work that needs to happen at a council of government. So, if there are no other comments, I just wanted to explain and put into the record why I added this item, and the vice chair felt equally passionate about adding this item. If there are no more questions or comments we move on to the next item, which is item 5 consent agenda items.

5. Consent Agenda Items

[Item #5 Video Link](#)

a. Program Highlights Report

b. Regional Transportation Revenues Update

Michael J. Ortega: Madam chair, this is informational and what you'll see on future, both PAG and RTA, but on the agenda is more of the routine stuff, contracts, those kinds of things. And some of these reports are pretty standard and we provide you the materials. If you have questions, you can ask us, but there's no action required on this item.

Mayor Romero: I'm sorry, I was busy doing something.

Michael J. Ortega: We're moving on to item 6, Madam Chair.

Mayor Romero: No action on item 5? OK, so item 6 is review and recommend approval of FY 2025–FY 2029 PAG Transportation Improvement Program (TIP) Amendment #2025.020

6. Review and recommend approval of FY 2025–FY 2029 PAG Transportation Improvement Program (TIP) Amendment #2025.020

[Item #6 Video Link](#)

Michael J. Ortega: Madam Chair. We do have a party available to answer questions. Material was provided to you. I am recommending approval of this and if you have questions, the party is available to make a presentation if you'd like. Otherwise, a motion would be in order on this one to approve. What we do need to bring in, we do need a formal adoption on that.

Mayor Romero: We have a motion to approve the TIP amendment number 2025.00 to the PAG fiscal year 2025 to fiscal year 2029 transportation improvement program.

Mayor Murphy: Move to approve.

Mayor Post: Second.

Mayor Romero: There is a motion and a second, any further discussion on this motion? Hearing none, all those in favor, please signify by saying, aye.

Board Members: Aye.

Mayor Romero: Any against? Motion carries. Item 7 is the Arizona Department of Transportation South Central District Projects Update. Mr. Ortega.

7. Arizona Department of Transportation (ADOT) - Southcentral District Projects Update

[Item #7 Video Link](#)

Michael J. Ortega: Thank you, Madam Chair. We do have a couple of folks here. Jeremy Moore is going to make a brief presentation. So, this is really a follow up to the conversations we had in the creation of the RTA Next plan. If you remember, we talked about the RAAC funding, the regional funding that comes from ADOT to PAG basically. And so, there was a lot of conversation, a lot of questions. And if you remember, we shifted a significant amount of funding from RTA Next to the ADOT

component, if you remember that column got big at the very end. And I thought it would be appropriate and important for an update on the current projects just to give you an overview of that. And so we asked ADOT to come. So with that, I'll turn it over to Jeremy Moore who's the Assistant District Engineer for the South Central District.

Jeremy Moore, Assistant District Engineer, Arizona Department of Transportation (ADOT) presented a status update on Regional Allocation Advisory Committee (RAAC) projects within Pima County. The presentation included updates on specific projects such as I-10, Kino to Country Club; I-10, Ina to Ruthrauff and I-19, Irvington TI.

- **Audio Presentation:** [Southcentral District Projects Update](#)
- **Presentation Slides:** [Item 7 ADOT South Central District Projects Update](#)

Mayor Romero: Thank you, Mr. Moore. I really appreciate the presentation. I guess my question is, what's the difference between design-build versus low bid?

Jeremy Moore: The low bid ... ADOT, they hire the designer. We get those guys on board and then we go through the entire design with the ADOT staff and the agencies that are where the project affects them. And then, once we get that set of plans, a bid ready, we then advertise it to the community and then contractors that are interested will go and bid the job. And basically the low bid, the lowest price usually technically wins the project, whereas the design-build what we do is we solicit for technical proposals. And so the contractor will hire the designer and they work together. So, as the contractor knows their means and methods, they know how they want to build the job. And so they utilize the designer to help get that most efficient construction and means and methods. And then what they do is ADOT will have a group of 5 to 7 people, and then we interview them. We look at their proposals. We look at their statement of qualifications. They get scored on any innovations that they bring to the table, and then that's one component of the score.

The other component is going to be the price that they bring to the table. So, when you add those two up, then they come up with a total score. The highest score is going to win the proposal.

Mayor Romero: Why is design-build chosen for one project and low bid chosen for another?

Jeremy Moore: For this one, we chose Kino and Country Club to do the design-build because we felt that there was a lot of innovation on that project, and we wanted to see outside of the DCR, the Design Concept Report, that was done back in 2020. We wanted to see if there were any other innovations that they could bring to the table to build that project. And so, when you looked at that one, it was Country Club was supposed to be one job and Kino was supposed to be the second job. So, we thought there was innovation to tie the two together and get that job out a lot quicker instead of doing an 18-month design, and then a 2-year construction period, another 18-month design, and another 2-year, we pulled them both in, and we got them out and we should be done with that project in 3 years, so –

Mayor Romero: And why was low bid chosen for I-19 and Irvington.

Jeremy Moore: So, I-19, there really wasn't a whole lot of innovation to step out of bounds on that one. It was just strictly just a traffic interchange. And so, to Mike's point, when we were talking about different delivery methods, CMAR low bid and design bid build, there's going to be price differences in those. And so we just felt that to keep the price where it needed to line up with and the scope of the project and opportunity for innovation, that's where it kind of slid into.

Mayor Romero: So, Mr. Moore, what I'm about to say does not reflect on you personally. It's my experience with ADOT and projects on I-10 and I-19. When Irvington I-10 was proposed by the City of Tucson, and we requested that ADOT invest on the Irvington I-19 interchange, I was a newly elected council member in 2007. It has taken 18 years to get here and so you must imagine my exasperation on the lack of investment from ADOT into the City of Tucson. I have my theories as to

why that has happened for such a long time. The lack of investment in our interchanges on I-10 going to the southeast and the lack of investment on the interchanges on I-19 going to the south. There's been some movement on Valencia and some movement on Ajo, but Irvington and I-19 has been a bane of our existence because of the congestion that that area has seen the last 20 years. And so, I guess my question is, how is it, and I know we have an ADOT Board Member here, how is it that we continue advocating for a region? Because what we have noticed as well a few things, what we have noticed here in the City of Tucson is that both along I-10 headed east, especially, specifically after South 6th Avenue into the east, we have not seen in decades investment in our interchanges. But we also have not seen investment in cleaning our interstates and landscaping and beautification. That's the huge case with I-19. And I-19 is the entry to our city and to our region from the south. And so, it has been very, very difficult for us to, we always request maintenance because there's a lot of trash on I-19, there's a lot of trash on or around our interstates. And so, I just would like a commitment from ADOT that you will enhance the landscaping and cleaning and beautification pieces on I-19 throughout the I-19 corridor and on I-10, and the other piece is regarding the commitment of funding for interchanges on I-10 headed east, where the growth areas of our city are happening. It's congested, it's old and it's dirty. We need to make sure that we have commitments as we move forward from ADOT. So, I really appreciate Mr. Ortega that you requested this update, but I think that every meeting, we should have this type of update unless it's not absolutely necessary regarding the budgets and how the decisions are made. Because I really do think that this Council should be helping give ADOT the input that you all need to make budgetary decisions in the coming years and into the future.

Jeremy Moore: Absolutely, no, I appreciate that and I think one of the things that we were talking with Mike on is coming up with what we think the plan looks like, and I completely agree with you on going out east on I-10, and I think that we bring that list back to the team, the TPC and the TMC and then we have those regional discussions on do we feel that this plan we've laid out is appropriate? Does it work and take that input and take those suggestions and then we can tweak as need to, to make sure that we're getting the best for the region.

Mayor Romero: Council Member Maxwell, and then or Mr. Ortega.

General Maxwell: Madam Chair, appreciate you can go either way with which other one first, but you want to go ahead, Mike, then I'll follow you up because I've got some ideas.

Michael J. Ortega: Madam Chair and members of the board, a couple of things to just point out in fairness to Jeremy. Thank you for taking one for the team there Jeremy. Appreciate that. I think the bottom line here and the spirit of this update is really to start to bring clarity on the dollars that come to the region and how those dollars are programmed and so forth. And so, if you remember when we went through the exercise on the RTA Next plan, there's a lot of conversation about it. But I also think that, as I mentioned to you, I believe here, we had one project, one project that was over a billion dollars, just one. When you do the math, and you add or you're basically allocating \$150 million a year, I'll let you do the math on how long that one project would take to get completed, right? And so the conversation, I think, is priorities of the region, but also incorporating the expertise that ADOT brings, because ADOT's perspective is different than ours. They're looking at the main line, looking at all of the operational pieces. And so the key, I think, though, is to bring all of that together and have an open conversation with you about where that goes and where we're headed. And I think that's the spirit and intent here, so that, unfortunately, there's only a five-year horizon today. And what I've challenged and I've suggested is, let's make that at least 10, if not 20 years, so that we're really looking at all the dollars and programming out. And that makes folks nervous, because they don't like to think longer than that. But we have to, because that's what our horizon is. So I want to give Jeremy a little grace on that, but I wanted to also let you know that's a spirit and intent of where I think you will see more frequent updates, so that you can see where your projects are, but also in the context of the region as a whole. Thank you, Madam Chair.

Mayor Romero: And it's about the funds that come to the region, but also the conversations that we have to have with ADOT about the priorities we need the state

and ADOT to put into our region. So, and again, I preface my comments very clearly that this is not against Mr. Moore, but something that I need to put on the record, so that we can put our facts on the table, and then see how we're going to fix anything that's not working. Council Member Maxwell.

General Maxwell: Madam Chair, thank you. So, I'm going to be a little bit more direct. Here's the challenge, money. Without the RTA Next, this region will end up having \$49 million that comes through it direct to PAG, period, from the federal and state. The dollars that we have in the state budget right now, this is why there is no knight in shining armor to come save our region. I fully agree with you on the importance of taking care of all these roads. The largest contract we approved since I've been on the board was for Kino to Country Club. Richard Searle, the Cochise County representative on the State Transportation Board, said, "Is this number true?" And then he deferred to us. He deferred to District 2, which is, that's Pima County, because, one, he uses that same road and he reminded the board, "You need to keep working on I-10 east as well." We do not have the money, 71% of the state transportation funds goes to pavement preservation. I'm going to talk now, Maricopa, not the County, the City. The City of Maricopa has showed up at every single state transportation board meeting for the last five years talking to us about State Route 347. They've brought pictures of the people who have passed away on that. They've had kids and parents come in and tell us how they get stuck on these things. We have limited funds. And you know what, Mayor? We're lucky, because we get 13% dedicated of the money, Maricopa gets 37%, Greater Arizona, all the other 13 counties get 50% of it. Vinny Gallegos, who's CYMPO's Executive Director, yesterday at Streets and Roads, talked about how he's very proud of what they've done. They've made a commitment for \$80 million, and they got \$1.7 million. The money's just not there. So, what do we need to do as a region? Because I fully agree with you. First off, the design-build versus low-bid, two different things. And Irvington's been a mess on how long it's taken. Fully agreed. One of the biggest engagements we've had at the State Transportation Board, and through ADOT, through the Southcentral District, which is what we are in, and that's what Jeremy, they run, was you can't do it over two holidays. We don't want to kill the economic vibrancy of that region, because Irvington is so important to the economy of that part

of the City of Tucson. So they've been working with them and that actually resulted in the delay that has gone further. Is it acceptable since the time you've been a board member, 2007? Absolutely not.

Mayor Romero: 18 years.

General Maxwell: I understand. So, let me tell you the story at the last State Transportation Board meeting, OK? [\[INAUDIBLE 2:57:02\]](#) We're about to approve our five-year plan. And as you know, in the State Transportation Board process, we approve a five-year plan and we've already begun the next five-year plan. The TIP's only one every 4 years, so we can put stuff in it and say, "OK, we're going to get those things done." Ours changes all the time. Lyons Springs, it's a portion of SR 260, 4 lanes, 4 lanes, it's still 2. We were facing the decision to take that out of the five-year plan and put Maricopa 347 into it. I'll give the county's DOT a great lot of credit. He stood up there in like, 1991, we were scheduled to be done in '93. And he literally sat there and he just rolled through all the years. We just approved it. We ended up approving two expansion projects for Maricopa and Lyons Springs. And all their citizens were getting up and talking about the number of deaths on these roads. But because of their advocacy, because they were there, because they've been beating on us, they ended up making it. We put off pavement preservation, which is a terrible thing to do from a road maintainer, on US 40, SR 89, and another one of the state routes. So my point is, we have to get better at Pima County being vocal. Vocal at the state board, and vocal locally. Because those who show up, as with anything in life, are heard. So, fully agree, and I'll tell you, to give the Southcentral office credit, Jeremy is fighting as much as anybody, not for us to move some of the money that we moved into RTA Next. Now, that was us, the board deciding we want to take control of these funds and say where they're going to be spent. Thus, the addition of Rita Road TI, recognition of that importance on the southeast. So it's there. But it's the funding. It's not a straight ADOT thing. I do think it'd be great for you to come back at some point, Jeremy, and give the board a true description of the pros and cons of those three different benefits. Because design-build, I believe South Mountain was done with design build, correct?

Jeremy Moore: That is correct.

General Maxwell: Took years off the completion and saved money. Did the contractors probably make more money? Absolutely. Because it's to their benefit to get it done early, get it done on time, and get innovative. Low bid is just low bid and it's a tough process. And I think that's kind of what Irvington got. So I fully appreciate your concern and your advocacy for the City of Tucson and Interstate 10 and 19. On the cleanup, here's the challenge. If we spend money on all that, we spend money on any of the preservation, then we have less money to put into the roads. Now, I'll give you a story from Sahuarita. I actually met this lady for the first time at the town of Sahuarita. I was driving back from a meeting at Payson, and we'd had a caller call in. Had a hard time because of her connection, so we asked her to give us her number, and I called her on the drive back. And she went off on me about how bad Interstate 19 looks down in the vicinity of Sahuarita. We put her in touch with ADOT staff. She now leads a group of how many citizens?

Jeremy Moore: Almost 100.

General Maxwell: And it's looking immaculate down in that part. I understand we can't always rely on the citizenry, but if it's important to us, I think we can get our citizenry stepping up and set an example, and they, one, will learn from the next, will learn from the next, and we can improve some of those other things. It's all about the money.

Mayor Romero: Well, I think advocacy is something that us Mayors do all the time, and so I'm going to continue doing it. I understand, but as you well said, the squeaky wheels get the oil. So, I have said this for a long, long time, and I will continue to say it. I think that cleanliness, landscaping, beautification shouldn't be cut, and that's why I asked about low bid, right? Because those are the sacrifices that always go first when you have low bids, landscaping and public art and beautification, and that shouldn't be the case. So, I'm going to continue advocating and being a loud advocate for making sure that we're investing in the right areas and investing on interstate I-19 all the way to Nogales and I-10 and anything that is I-10 in the City of

Tucson.

General Maxwell: And, Madam Chair, I agree with you. I think we should decide on some of the projects that maybe didn't make the RTA cuts, some of the things that we as a region want to advocate for, the SR 189 down in Nogales, the overfly. That's when Maricopa County, Pima County, and Nogales came together, and the communities and the big challenge is a lot of times the difference. What made the difference on Maricopa 347 is the town, the City of Maricopa, which will tell you they're one of the most conservative cities in the state. Mayor Murphy might argue that, but one of the most conservative cities in the states, they self-imposed a half-cent sales tax, their mayor and council. They said, "We're good. If our voters don't like the fact that we're doing it, that's fine, but we have to get this done." And that combined with \$20 million from Pinal County pushed it over the top so we could get the projects done. So there's a lot of different ways, love to have that conversation again. I do think it's important for us as a region, if we're going to start getting more oversight on contracts and how at least to know, understand the difference between low-bid, design-build, CMAR, because they all have pros and cons. But I think design-build has been proven to be an incredibly successful one. I wish we'd see it on more of our projects.

Mayor Romero: Any others?

Mayor Murphy: And Jeremy, next time you come back. I remember we had an ADOT meeting down in Sahuarita, and the presentation on what the needs are against what the funding is, it was mind-blowing. I don't remember if it was in the billions of dollars, but I think it was, the shortfall. So, if you can find that again with that type of an update, because the needs are there. But if you're talking about landscaping or death, as you brought up that's where you have to make those cuts or where the money goes. But I was just stunned on how large the need was, if we were going to get the roads or keep the roads to a decent condition index. And it was mind-blowing. So, you can include that maybe the next time. I think it would give some clarity on how difficult the lift actually is.

Mayor Romero: Chairman Jose.

Chairman Jose: Thank you, Madam Chairwoman. I don't know if I'm just here as a token, or I raised my hand several times, but others spoke before me, but that's all right. I just wanted to say thank you for the presentation, good information, and you brought back some memories of me to the Sunset Road project, I don't know, six years ago or so, whatever, when they were first doing all the work on there. And there was an area, an archaeological area that was very significant, and we were called there. And the evidence, my understanding that people came from around the world to look at what was found there. And I say that, but that just solidifies how unique this area is to civilization. I think it dated back like 4,000-some years or something like that. And that's why it's so important to us. And I agree in part with some of the comments that were made, and the I-19, it runs through the Tohono O'odham Nation. And thank you for sharing what you shared, because that's right, we at the Tohono O'odham Nation do some work with MAG as well, too. And I'm telling you, man, if PAG could learn a little bit from MAG, I think we should see, watch what they're doing, because they're moving, they're moving, but they're working together, and they're making things happen. And that's what I was going to say. And what are we doing? What are we doing as this Association of Governments, or this Regional Transportation Authority? What are we doing in terms to advocate that, you all advocate for your reasons, wherever you go to the state or to the federal wherever, but, do we have something in our toolbox that we can also advocate for what we do here? Whether it's our jurisdiction or not, but it's in our area that we all come to, we should be advocating for that all the time. Gila River, just years ago, and it's been a long time in the making. We have been going to the federal government, have been going to the state to ask for funding for I-10 that goes to the Gila River. And then they were appropriated, what, \$90 million a few years ago, and something like that, but that didn't come overnight. And that included us other tribes as well advocating for them. So, we're advocating for each other, but I don't really see us doing that here and we need to do that. We need to unify and advocate for each other. I don't disagree that I-19 needs some work on there. I drive it all the time. But you're right, if you look, and you probably know this better than anyone else, you have the statistics and the data on how many accidents happened

in that particular area. And what happens when that road shuts down, it impacts other areas of our cities and towns and people wanting to get home. And we don't really have any other objectives, but to just find a way to go on the old Nogales highway or? The other day there was an accident, and I couldn't even get out of the casino because traffic was backed up so far. And our director of public safety was saying, "Look, if you need to get out, you need to get out now because traffic is getting really, really, really bad." And it was really, really bad. And unfortunately, I think two lives were lost in that accident or something like that. You can't put a price tag on someone's life. So, it is congested out there. You all know it. You've all seen it. And what are we doing about it? When we have a responsibility to the citizens of our area, to the citizens of southern Arizona. What are we doing to try to improve that? We're going to roll up our sleeves and tuck together instead of sitting around this table arguing about what is my city and my town going to get? Because we're not doing that. We're not doing that good enough. And that's why I was excited about planning and so forth like that. But I kid you not, when I talk about PAG, I'm going to be honest with you. People laugh at us. Other areas laugh at us. They say, "Oh, yeah, you guys are going through some challenges, right?" Yeah, we are. But we're going to come out of it and we're going to come out of it stronger, I hope. And that's not upon me, that's upon all of us sitting around this table. So, thank you for your presentation. Look forward to more.

Mayor Romero: Thank you so much, Mr. Moore. I really appreciate it. Did you want to add anything else, Mr. Ortega? Anyone else? Thank you so much, really appreciate it. And I appreciate all the comments and look forward to moving additional items and more information sharing and strategy planning at these meetings. Item 8 is adjournment. We will be adjourned. I really appreciate all of you. Have a wonderful rest of your week.

8. Adjournment

The meeting was adjourned at 2:45 p.m.

CERTIFICATION

I hereby certify that the foregoing is a meeting summary of the Pima Association of Governments (PAG) Regional Council meeting held on Sep. 25, 2025. This summary is not intended to be verbatim. It serves as the summary of action items taken at the meeting upon approval by the PAG Regional Council. An audio recording is available upon request and serves as the official minutes. I further certify that a quorum was present.



Michael J. Ortega, P.E.
Executive Director

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

SUBJECT: Program Highlights Report

Meeting	Meeting Date	Agenda Category	Agenda Item #
Regional Council	Dec. 4, 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 September and October 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	Michael J. Ortega, (520) 792-1093 Sheila Storm, (520) 792-1093
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OWP Monthly Report

September 2025

Mobility | Sustainability | Livability

40 – Transportation Activities

Anticipated Product 40.1: Conduct meaningful public information activities, stakeholder engagement, regional coordination, public involvement and outreach regarding transportation planning activities and their impact on the regional transportation system. This includes open houses, public comment notifications, etc.

- Worked on initiatives to advance accessibility features on paratransit vehicles for those with blindness or low vision.
- 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.

Anticipated Product 40.2: Develop Regional Mobility and Accessibility Plan (RMAP)

- Maintain the approved 2055 RMAP on the PAG website. The 2055 RMAP was adopted by the Regional Council on July 31.
- Continued coordination with the project consultant on the Dial-a-Ride and Microtransit Service Area Analysis. The findings of this study will be incorporated into future RMAP documents to inform multimodal components. The final plan is currently being put into the final report format.
- Continued coordination with the project consultant on the Regional Active Transportation Plan (RATP). The data and findings from this plan will be incorporated into future RMAP documents to inform multimodal components. A draft of the final plan is currently available for public review.
- Continued preliminary discussions for planning for the next RMAP that will include multimodal components.
- Received the air quality conformity determination from FHWA for the 2055 RMAP.
- Supported planning for the required public comment period for the draft 2055 RMAP and open house event planning for July 2025.

Anticipated Product AP 40.3.A: Pedestrian and bicycle count program activities

- Continued coordination with the project consultant on the Regional Active Transportation Plan (RATP). The data and findings from this plan will be incorporated into future RMAP documents.

Anticipated Product 40.8. Process amendments to the currently adopted Transportation Improvement Program (TIP) and complete the process to update the next TIP.

- With the new air quality conformity determination for the 2055 RMAP approved, coordinated with ADOT on TIP amendments.
- Discussed the next TIP development process with the TPC as it pertains to the timing of the RTA Next vote.

Anticipated Product 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

- Continue monitoring federal ledgers and federal funds planning.
- Issued a Notice of Funding Availability and a Call for Projects, with the goal of awarding federal funds for bicycle and pedestrian projects.

Anticipated Product 40.5: Annual 5310 Program Ranked Project List

- Prepared for the Mobility Coordination Working Group meeting tentatively scheduled for Oct 7 to discuss efforts for capital asset compliance and alignment of FTA Section 5310 forecasted projects with the PAG Public Transit Human Services Coordinated Transportation Plan.
- Worked on efforts pertinent to the growth of volunteer driver programs in the region.
- Supported regional subrecipients with compliance requirements including the emphasis on regional coordination and capital asset compliance.
- Facilitated discussions on potential strategies to coordinate with paratransit agencies. 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 service area boundary maps for public and non-profit organizations receiving funding via FTA Section and volunteer driver organizations.

Regional Data and GIS

Anticipated Product 40.10: Regional hub for planning and infrastructure data, analysis and GIS content

- Continued collecting data on performance measures.
- Continued to coordinate GIS data for updated performance measures, including updates to published online maps.
- 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.
- Created an RTA Next web map for use in the RTA Next web page showing roadway projects as described in the RTA Next plan.

11 - Regional Integrated Watershed Planning

Anticipated Product 11.1 208 planning documents and activities including quarterly ADEQ billing reports, convening advisory groups, permit consistency reviews, plan amendments, wastewater facility and water quality data inventory updates, and annual administrative updates to the PAG 208 Plan

- Continued to monitor ADEQ's AZPDES permits-in-process map and public notices for advance notice of potential consistency reviews, other PAG 208 processes, or rulemakings that could impact 208 planning in the PAG region.
- Continued working on annual Administrative Updates to the appendices of the PAG Areawide Water Quality Management Plan (208 Plan) such as water quality conditions or regulatory change documentation.
- Continued working on the five-year technical update to PAG's 208 Plan, including working with local Designated Management Agency representatives to draft updates to public wastewater reclamation facility service and planning area boundaries, population, and flow projections, and PAG's online facility inventory portal.
- Continued planning for an October meeting of the Watershed Planning Subcommittee. The agenda will include topics that were previously scheduled for a June meeting, which was postponed.

- Coordinated and conducted September's quarterly riparian health assessments within the Cienega Creek Natural Preserve.
- Continued working on a project to modernize riparian health assessment data by migrating GIS data from 1999 to present to National Hydrography Dataset flowlines and filling in any incomplete attribute tables.
- As chair, convened and drafted minutes for the September meeting of ADEQ's Statewide Water Quality Management Working Group (WQMWG), which included a presentation on Arizona House Bill 2232, ADEQ 604(b) grant program updates, a discussion of end of federal fiscal year financials, and votes for a new chair and vice chair.
- Held a brief introductory meeting with ADEQ's new 208 program contact about the purpose and functions of the WQMWG.
- Updated the WQMWG committee fact sheet and contact list to reflect recent membership changes and submitted the annual Designated Planning Agency Annual Funding spreadsheet for federal FY 2026 to ADEQ.
- Provided a summary of PAG's riparian health assessment activities and results for the 2025 Pima County Local Drought Impact Group annual report, which will be incorporated into the 2025 Arizona Drought Preparedness Annual Report.
- Submitted the annual right-of-entry permit application to Pima County to ensure continuing access to conduct riparian health assessments within the Cienega Creek Natural Preserve.
- Began brainstorming stormwater pollution prevention outreach messaging updates.

Anticipated Product 11.2 Stormwater planning updates including regionally coordinated residential and industry pollution abatement messages in an engagement toolkit, a policy navigation resource to foster construction industry and public actions and an annual non-point source engagement impact report

- Participated in a meeting of the Santa Cruz Watershed Collaborative (SCWC) Coordinating Team to plan and discuss the next forum and other watershed coordination activities.
- Participated in a Pima County Regional Flood Control District brown bag discussion about wildlife linkages.
- Initiated participation in a free Esri Massive Open Online Course on Spatial Data Science to develop skills to better analyze PAG's land use, infrastructure, and environmental datasets for regional watershed planning purposes.

12 - Regional Air Quality Planning

Anticipate Product 12.6: Travel Reduction Program air emissions modeling and analysis

- Drafted and completed 2024 Travel Reduction Program (TRP) Air Pollutant Benefits and Method Summary memo utilized to estimate avoided air pollutant benefits of PAG's TRP for annual reporting to ADEQ.
- Provided requested 2024 commuter vehicle emission factors to PDEQ for utilization in their Voluntary No-Drive Days and Clean Air Program campaigns.

Anticipated Product 12.2: RMAP transportation conformity modeling and analysis

- Received Finding of Conformity letter from FHWA/FTA issued for a demonstration of air quality transportation conformity of the PAG 2055 RMAP.

44 - Regional Economic Vitality

Anticipated Product 44.2: Support the statewide employer database and viewer, regional data dashboards, including the Making Action Possible for Southern Arizona dashboard, PAG regional employment database, and other resources that increase understanding of the connection between transportation and the economy

- Continued participation in meetings and activities of the Making Action Possible (MAP) Dashboard.

36 - Regional Partnering Center Support

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

- Operated the Sabino Canyon Shuttle
 - Sabino Canyon Trips = 219
 - Bear Canyon Trips = 192
 - Total Passengers in September = 3,273
- Participated in a USFS coordination call with the U.S. Forest Service staff.
- Saturday evening shuttle runs continue through October.
- Participated in WDU leadership calls to coordinate transition of duties to Sabino staff.
- Installed five new shuttle wraps that were damaged from sun exposure.
- Participated in the Southern Arizona Passport Event in September to promote The Crawler.
- Coordinated wrap designs for four new shuttles from Motoelectric expected in December/January for delivery.

38 - Travel Reduction Program

AP 38.2: 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 22 TRP companies totaling 25,660 employees in September.
- Provided five extensions for sites with low performance.
- Submitted final ADEQ billing and program activity summary for August 2025 expenses.
- Quantified Sun Rideshare webpage views.

Anticipated Product 38.8: Communicate and collaborate with program partners on common goals and initiatives related to supporting regional commuters

- Submitted ADEQ billing and program activity summary for August 2025 expenses.
- Updated PAG budget tracking sheet for FY 25-26 ADEQ Grant contract period.

39 - Commuter Services

Anticipated Product 39.2: Sun Rideshare marketing efforts and digital materials for TRP employer's workforce education efforts

- Administered TRP Employee Survey for 22 employers representing 25,660 employees.

63 - Regional Modeling

Anticipated Product 63.1: Enhance UrbanSim land use model and produce model validation and calibration report

- Initiated RFP preparation for the new land-use model development.

Anticipated Product 63.2: RMAP and TIP modeling and analysis

- Began development of RTA Next 2046 model run.

Anticipated Product 63.3: Activity-based model maintenance and applications with active transportation module

- Presented ABM Exploratory Tool to TPC members.
- Continued to validate the quality of weighted data for PAG HTSA project.

Anticipated Product 63.4: Dynamic Traffic Assignment (DTA) model maintenance and applications

- Continued testing of final delivered DTA model and supplemental modules and preparing internal report.
- Began preparing DTA presentation at TPC.

AP 63.5 (AP12.2 and 12.3): MOVES 4 data development and module analysis for EPA National Emission Inventory (NEI) and air quality (AQ) conformity

- Discussed and shared 2055 RMAP MOVES inputs with ADEQ.

Anticipated Product 63.6 (AP 38.8): TRP employee survey behavior and AQ analysis

- Completed data preparation and analysis for TRP Annual report.

Anticipated Product 63.7: PAG traffic count program

- Continued reviewed 2024 NoTraffic data, and location setup to import into MS2.
- Continued analysis for FY2025 traffic count report.
- Continued reviewing of the HPMS road network.

Anticipated Product 63.8: Building permit data collection and analysis

- Submitted summary of building permit data for FY25 Q1 & Q2 to AOEO.

Anticipated Product 63.9: County and subcounty population estimates

- Submitted annexation data for FY25 Q1 & Q2 to AOEO.

Anticipated Product 63.10: County and subcounty population projections

- Attended AOEO CTS monthly meeting for population projection.

Anticipated Product 63.11 (AP 44.2): Employment data update and projections

- Continued employment data processing optimization.
- Continued administrative employment data survey of public schools and local government employers.

Anticipated Product 63.12 (AP 40.17): Regional multimodal traffic data collection and performance measures update and analysis

- Discussed regional data and performance measures developed for micromobility, transit and pedestrian improvements with consultant.
- Continued review of final draft report of multimodal transportation system performance measures prepared by PAG consultant.
- Continued developing performance measures and improving estimation accuracy for regional-level performance measures.

Anticipated Product 63.13: Enhance performance measures and relevant data

- Continued collecting data on performance measures.
- Continued developing the performance measure visualization platform.

Anticipated Product 63.14: Support of data request

- Supported data request from ADOT for Sonoran Corridor EIS.
- Supported modeling request from City of Tucson for 22nd bridge closure scenario.
- Supported data request from Pima County for persons per household estimation.

46 - RTA Support

Anticipated Product 46.2: IGAs for project funding

RTA budget

- Prepared final expenditure content for FY 2025 to FY 2026 rollover meetings.
- Prepared and presented revenue and expenditure forecast for RTA Board.
- Prepared and presented to various financial scenarios relating to RTA Next.
- 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 offline 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.

AP 46.1: Transportation improvements throughout the region pursuant to the RTA plan

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.
- Helped coordinate vendor transition between WeDriveU and MTM Transit.
- Finalized Valley Metro master IGA for Route 685.
- Facilitated Sun Shuttle scope of work presentation for new vendor (MTM Transit).

Transit planning and data analysis

- Reviewed and edited draft Microtransit plan.
- Attended monthly operations meeting for Valley Metro Route 685.
- Attended monthly Sun Tran meeting to discuss current and future plans for Sun Shuttle services.
- Worked with Hanover and Model1 on purchasing vehicle equipment.
- Attended Technical Management Committee meetings, which discussed RTA Next.
- Reached out to Town of Marana to discuss the transit needs for the community.
- Attended Sun Tran stakeholders meeting for November 2025 schedule changes.
- Disposed of two RTA vehicles.

47- MainStreet Business Outreach and RTA Project Implementation

AP 47.1: Business assistance for affected businesses

- Continued providing ongoing complimentary MainStreet Business Assistance Program outreach and direct consulting services to the 3,697 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).

OWP Monthly Report

October 2025

Mobility | Sustainability | Livability

40 – Transportation Activities

Anticipated Product 40.1: Conduct meaningful public information activities, stakeholder engagement, regional coordination, public involvement and outreach regarding transportation planning activities and their impact on the regional transportation system. This includes open houses, public comment notifications, etc.

- Completed the third and final round of public outreach for the RATP. This included virtual and in-person engagement opportunities where the public could view and provide comments on the draft plan and associated recommendations.
- Held a total of 20 events and presentations in October to share educational information about RTA Next with the public and interested groups. Events included Tucson Meet Yourself and Cycloviva, among others. Presentations were made to stakeholder groups and professional networks organizations.
- Planned additional public engagements in November for public presentations and Q&A on RTA Next.

Anticipated Product 40.2: Develop Regional Mobility and Accessibility Plan (RMAP).

- Maintain the approved 2055 RMAP on the PAG website. The 2055 RMAP was adopted by the Regional Council on July 31.
- Continued coordination with the project consultant on the Dial-a-Ride and Microtransit Service Area Analysis. The findings of this study will be incorporated into future RMAP documents to inform multimodal components. The final plan is currently being finalized, and a draft will be presented to the Management Committee in November.
- Continued coordination with the project consultant on the Regional Active Transportation Plan (RATP). The data and findings from this plan will be incorporated into future RMAP documents to inform multimodal components. The plan is being finalized, and a final draft will be presented to the Management Committee in November.
- Continued preliminary discussions for planning for the next RMAP that will include multimodal components.

Anticipated Product AP 40.3: Pedestrian and bicycle count program activities.

- Continued coordination with the project consultant on the Regional Active Transportation Plan (RATP). The data and findings from this plan will be incorporated into future RMAP documents.

Anticipated Product 40.5: Annual 5310 Program Ranked Project List.

- Facilitated the Mobility Coordination Working Group meeting held on Oct 7 to discuss efforts for capital asset compliance and alignment of FTA Section 5310 forecasted projects with the PAG Public Transit Human Services Coordinated Transportation Plan.
- Worked on efforts pertinent to the growth of volunteer driver programs in the region.

- Supported regional subrecipients with compliance requirements including the emphasis on regional coordination and capital asset compliance.
- Facilitated discussions on potential strategies to coordinate with paratransit agencies.

Anticipated Product 40.6: Develop annual Title VI Plan and Report in partnership with ADOT.

- Communicated specifics on 2025 Title VI plan.

Anticipated Product 40.7: Update Public Transit Human Services Coordinated Transportation Plan under the ADOT MPD 5310 Transit Grant Agreement.

- Worked on both developmental and research-based tasks pertinent to the major update to the PAG Public Transit Human Services Coordinated Transportation Plan in 2025.
- Worked on updates to service area boundary maps for public and non-profit organizations receiving funding via FTA Section and volunteer driver organizations.

Anticipated Product 40.8: Process amendments to the currently adopted Transportation Improvement Program (TIP) and complete the process to update the next TIP.

- Continue to process TIP amendments.

Anticipated Product 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.

- Continue monitoring federal ledgers and federal funds planning.
- Shared Carbon Reduction Program funding requests with the TPC and convened a discussion at the October TPC meeting on how the funds should be awarded.
- Submitted grants 5339 and 5305, made 5311 reimbursement and prepared Title VI board memo.

Regional Data and GIS

Anticipated Product 40.10: Regional hub for planning and infrastructure data, analysis and GIS content

- Continued collecting data on performance measures.
- Continued to coordinate GIS data for updated performance measures, including updates to published online maps.
- 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.

11 - Regional Integrated Watershed Planning

Anticipated Product 11.1: 208 planning documents and activities including quarterly ADEQ billing reports, convening advisory groups, permit consistency reviews, plan amendments, wastewater facility and water quality data inventory updates, and annual administrative updates to the PAG 208 Plan.

- Continued to monitor ADEQ's AZPDES permits-in-process map and public notices for advance notice of potential consistency reviews, other PAG 208 processes, or rulemakings that could impact 208 planning in the PAG region.
- Continued working on annual Administrative Updates to the appendices of the PAG Areawide Water Quality Management Plan (208 Plan) such as water quality conditions or regulatory change documentation.
- Continued working on the five-year technical update to PAG's 208 Plan, including working with local Designated Management Agency representatives to draft updates to public wastewater reclamation facility service and planning area boundaries, population, and flow projections, and PAG's online Wastewater Facility Inventory Portal.

- Responded to an inquiry from the Town of Marana related to PAG's 208 Plan procedures for Consistency Reviews and the Coordination Process for Public Facilities.
- Convened a meeting of the Watershed Planning Subcommittee, which included a presentation from Tucson Water on efforts to inventory and ultimately remove lead service lines in compliance with the EPA's Lead and Copper Rule Revisions, a presentation from the University of Arizona on the Arizona Tri-University Recharge and Water Reliability Project and related research studies, and a presentation from PAG staff on PAG's ongoing 208 Plan administrative and technical update process.
- Provided the updated email list and committee fact sheet to the newly elected chair of ADEQ's Statewide Water Quality Management Working Group.
- Coordinated with PAG's application development team to test functionality following updates to PAG's Wastewater Facility Inventory Portal.
- Attended ADEQ's kickoff meeting for proposed rulemaking relating to remediation of abandoned hardrock mines impacting rivers, streams and lakes.

Anticipated Product 11.2: Stormwater planning updates including regionally coordinated residential and industry pollution abatement messages in an engagement toolkit, a policy navigation resource to foster construction industry and public actions and an annual non-point source engagement impact report

- Began planning a potential future meeting of the Stormwater Management Working Group.

Anticipated Product 11.3: Annual hydrologic report containing quarterly GIS assessment data and analysis and recommendations to inform regional water resiliency strategies for people and habitats dependent on shallow groundwater areas on the urban periphery

- Completed and finalized PAG's FY 2023-24 and FY 2024-25 Riparian Health Assessment Annual Reports, which provide analysis and highlight findings of PAG's quarterly wet/dry mapping and riparian health monitoring along Cienega Creek and Davidson Canyon within the Cienega Creek Natural Preserve. This decades-long project, stretching back to the 1980s, provides a detailed look at the impacts of land use changes, long-term drought, and weather variability on perennial and intermittent surface waters and riparian habitat over time.
- Completed the Cienega Creek portion of a project to modernize riparian health assessment data by migrating GIS data from 1999 to present to National Hydrography Dataset flowlines and filling in any incomplete attribute tables.

Anticipated Product 11.4: Newly developed or updated regional forums, data inventories, maps and web portals concerning water safety, quality and reliability to inform regional planning, and management

- Participated in a meeting of the Santa Cruz Watershed Collaborative (SCWC) Coordinating Team to plan and discuss the fall 2025 forum and other watershed coordination activities.
- Completed a free Esri Massive Open Online Course on Spatial Data Science to develop skills to better analyze PAG's land use, infrastructure, and environmental datasets for regional watershed planning purposes.
- Attended the LDIG quarterly meeting, which included presentations and discussions about current drought conditions on the Colorado River and locally that impact Pima County.

12 - Regional Air Quality Planning

Anticipated Product 12.2: RMAP transportation conformity modeling and analysis

- Provided ADEQ with MOVES inputs for 2035 for the Rillito PM10 nonattainment area from PAG's 2055 RMAP air quality conformity modeling.
- Provided quarterly progress report to ADEQ for transportation conformity grant billing invoice.

Anticipate Product 12.3: Coordination and planning for ozone compliance

- Attended TEP/UNSE Demand Side Management + Transportation Electrification Collaborative meeting.

- Provided support letter to the University of Arizona-led research grant from the National Institutes of Health to study how the transition to electric vehicles (EVs) will improve air quality and public health in the greater Tucson region.

44 - Regional Economic Vitality

Anticipated product 44.1: Transportation planning activities and projects that support regional economic vitality, such as freight planning and Sun Corridor megaregion coordination.

- Provided Environmental Planning Advisory Committee (EPAC) members with the draft EPAC Top Environmental Issues List for 2026 for initial review, comments, and feedback. Incorporated feedback into the draft Issues List.
- Convened a meeting of EPAC, which included presentations on invasive species and hazard mitigation from the Arizona-Sonora Desert Museum, University of Arizona, Sky Island Alliance, and Watershed Management Group, a presentation on assessing instream effluent recharge potential in Green Valley from the University of Arizona and Sonoran Institute, and a presentation from PAG staff on the EPAC draft Top Environmental Issues List for 2026.

Anticipated Product 44.2: Support the statewide employer database and viewer, regional data dashboards, including the Making Action Possible for Southern Arizona dashboard, PAG regional employment database, and other resources that increase understanding of the connection between transportation and the economy.

- Continued participation in meetings and activities of the Making Action Possible (MAP) Dashboard.

36 - Regional Partnering Center Support

Anticipated Product 36.1: Ensure contracts and agreements align with non-profit status and local, state and federal agency policies.

- Participated in a USFS coordination call with Forest Service staff.
- Executed MTM Transit Contract to switch vendors for Crawler staff effective Nov. 1, 2025.

Anticipated Product 36.2: Provide administrative support by planning and/or implementation of the Regional Partnering Center projects as appropriate.

- Operated the Sabino Canyon Shuttle
 - Sabino Canyon Trips = 233
 - Bear Canyon Trips = 199
 - Total Passengers in October = 6,823
- Saturday evening shuttle runs continuing through October.

Anticipated Product 36.2: Provide administrative support by planning and/or implementation of the Regional Partnering Center projects as appropriate.

- Began planning for RPC Annual Board meeting for 2025.

38 - Travel Reduction Program

Anticipated Product 38.4: Run monthly reports and calculate employer metrics as defined by ADEQ. Submit monthly report summary along with monthly invoice to ADEQ.

- Submitted ADEQ billing and program activity summary for September 2025 expenses.
- Submitted NTD Report for 2025 FFY.
- Updated PAG budget tracking sheet for FY 25-26 ADEQ Grant contract period.

Anticipated Product 38.5: Provide information and make resources available electronically to TRP employers. Regularly communicate updates and new features to major employer TCs.

- Submitted final ADEQ billing and program activity summary for September 2025 expenses.
- Quantified Sun Rideshare webpage views.

Anticipated Product 38.6: Manage online access and messaging with major regional employers to successfully administer the required annual TRP annual employee survey.

- Hosted internet-based employee survey on commuter behavior/alternative mode usage and summary reports.
- Collected employee surveys from 23 TRP companies totaling 45,647 employees in October.
- Provided two extensions for RWE sites who did not complete confirmation.
- Confirmed two non-compliant employers: Pepsi Co. and Lowes.
- Completed new API connection for online TRP platform updating geocoding and mapping options.

Anticipated Product 38.9 Convene a TRP Regional Task Force and conduct bi-annual TRP Task Force meetings.

- Planned second of two required TRP Task Force meetings to be held Nov. 17, 2025.

39 - Commuter Services

Anticipated Products: 39.1 Provide vanpool subsidies to reduce commute costs.

- Executed new Commute with Enterprise Vanpool Contract for 2025-2028 with two option years of service.
- Paid September vanpool invoice for subsidies of active vanpools.

63 - Regional Modeling

Anticipated Product 63.1: Enhance UrbanSim land use model and produce model validation and calibration report.

- Continued RFP preparation for the new land-use model development.

Anticipated Product 63.2: RMAP and TIP modeling and analysis.

- Continued discussion of the outputs of RTA Next 2046 model run.

Anticipated Product 63.3: Activity-based model maintenance and applications with active transportation module.

- Continued validating the quality of weighted data and writing R-script for the review of travel patterns for PAG HTSA project.
- Prepared expansion data tables for the next round of weight processing for the HTSA data with ETC Institute.
- Initiated reviewing ABM procedure, data and scripts for in-house maintenance.

Anticipated Product 63.4: Dynamic Traffic Assignment (DTA) model maintenance and applications.

- Continued testing of final delivered DTA model and supplemental modules and preparing internal report.
- Presented DTA development update to TPC.

Anticipated Product 63.7: PAG traffic count program.

- Continued review of 2024 NoTraffic data, and location setup to import into MS2.

- Continued analysis for FY 2025 traffic count report.
- Continued reviewing of the HPMS road network.
- Began review and matching of PAG and ADOT traffic count locations to ABM network.

Anticipated Product 63.8: Building permit data collection and analysis.

- Presented analysis and summary of residential completions for FY 2025 to PopTech.

Anticipated Product 63.9: County and subcounty population estimates.

- Reviewed and presented AOEO's draft county and subcounty population estimates at PopTech.

Anticipated Product 63.10: County and subcounty population projections.

- Attended AOEO CTS monthly meeting for population projection.
- Reviewed AOEO's draft county population projections and presented the draft at PopTech.

Anticipated Product 63.11 (AP 44.2): Employment data update and projections.

- Continued employment data processing optimization.
- Continued administrative employment data survey of public schools and local government employers.

Anticipated Product 63.12 (AP 40.17): Regional multimodal traffic data collection and performance measures update and analysis.

- Continued review of final draft report of multimodal transportation system performance measures prepared by PAG consultant.
- Continued developing performance measures and improving estimation accuracy for regional-level performance measures.
- Presented regional traffic data estimation models at ITS Arizona.

Anticipated Product 63.13: Enhance performance measures and relevant data.

- Collected updated 2024 ADOT crash data.
- Reviewed the ADOT crash data by jurisdictions and by crash severity and shared it with safety-related PAG staff.
- Continued testing and developing the performance measure visualization platform.

Anticipated Product 63.14: Support of data request.

- Continued supporting data request from ADOT for Sonoran Corridor EIS.
- Supported modeling request from City of Tucson for Grant Rd closure scenario.
- Supported internal modeling request for RTA Next for travel time contours around selected locations.
- Supported data request from Pima County for persons per household estimation.
- Supported data request from AZ School Facilities Board.
- Supported data request from TUSD.
- Supported internal data request for regional residential development trend.

46 - RTA Support

Anticipated Product 46.2: IGAs for project funding

RTA budget

- Prepared and presented revenue and expenditure forecast for TMC Policy Subcommittee.
- Prepared and presented to various financial scenarios relating to RTA Next.
- 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 offline RTA financial terminal. The Terminal tracks fund balances and programming through 2026 of RTA and supplanted HURF (12R).
- Updated project and IGA budgets within RTA web.
- Participated in monthly RTA project updates.

Anticipated Product 46.1 Transportation Improvements through the region pursuant to the RTA plan.

Transit contract management and reporting

- Continued contract compliance and monitoring for MTM Transit.
- Conducted two RTA/MTM operations meetings.
- Monitored Key Performance Indicators (KPIs) with contractor, and updated invoicing protocol.
- Helped coordinate vendor transition between WeDriveU and MTM Transit.
- Attended meeting with City of Tucson Transportation Department to discuss RTA Next budget.
- Transit planning and data analysis.
- Reviewed and edited draft microtransit plan.
- Attended monthly operations meeting for Valley Metro Route 685.
- Coordinated and facilitated Transit Working Group meeting.
- Created budget breakout tables for RTA Next transit funding.
- Attended Cyclovia event to discuss RTA Next with the community.
- Created descriptions of RTA Next Transit subelements for the ballot.
- Worked with GIS team on generating a new transit map for RTA Next ballot.
- Worked with the team to write and submit two FTA grant applications to ADOT.
- Attended meeting with Sun Tran to discuss the new transit rider application.

47- MainStreet Business Outreach and RTA Project Implementation

Anticipated Product 47.1: Business assistance for affected businesses.

- Continued providing ongoing complimentary MainStreet Business Assistance Program outreach and direct consulting services to the 3,698 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).

SUBJECT: Contracts and Agreements Report

Meeting	Meeting Date	Agenda Category	Agenda Item #
Regional Council	Dec. 4, 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 July 19, 2025, through Nov. 20, 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

- 4 new contracts were reported.
- 0 extended contracts were reported.
- 2 contracts were concluded.

TECHNICAL, POLICY, LEGAL OR OTHER CONSIDERATIONS

None.

ATTACHED ADDITIONAL BACKUP INFORMATION

PAG Contracts and Agreements Report for July 19, 2025, through Nov. 20, 2025.

Staff Contact/Phone	Michael Ortega, (520) 792-1093, ext. 4420 Roy Cuaron, (520) 792-1093, ext. 4470
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Contracts and Agreements Report

7/19/2025 - 11/20/2025

New Contracts

Contract Number	Contractor	PAG Staff	Agency	Start Date	End Date	Amount	Program/Projects
26-010-00	All Traffic Data Services	James Tokishi	PAG	08/15/2025	06/30/2027	\$300,000	Traffic Counts
26-012-00	Greelight Traffic Engineering	Gabriel Thum	PAG	10/01/2025	09/30/2026	\$37,619	HSIP RSA
26-014-00	Commute with Enterprise	Mary Carter	PAG	11/01/2025	10/31/2028	0	Travel Reduction
26-015-00	Michael Graham	Melanie Lawson	PAG	11/05/2025	03/10/2026	\$50,000	RTA Next Outreach
						Total	\$387,619

Expired Contracts

Contract Number	Contractor	PAG Staff	Agency	Start Date	End Date	Amount	Program/Projects
24-013-01	Kimley-Horn	Hannah Oden	PAG	05/01/2025	10/31/2025	\$596,992	RTAP
20-007-04	Commute with Enterprise	Mary Carter	PAG	04/01/2025	10/31/2025	0	Travel Reduction
						Total	\$596,992

SUBJECT: PAG Regional Active Transportation Plan (RATP)

Meeting	Meeting Date	Agenda Category	Agenda Item #
Regional Council	Dec. 4, 2025	Action	5

REQUESTED ACTION/SUGGESTED MOTION

The Regional Council will be asked to approve the PAG Regional Active Transportation Plan.

ASSOCIATED OWP WORK ELEMENT/GOAL

Work Element 40, Transportation Activities

SUMMARY

PAG has a contract with Kimley-Horn for the development of the Regional Active Transportation Plan (RATP). Throughout the plan development process, there has been extensive engagement with the public, representatives from PAG member agencies through the project's Technical Working Group, as well as continuous updates to PAG committees. The draft plan was recommended for approval by the Management Committee to Regional Council at its Nov. 12, 2025, meeting. A final draft of the plan is now ready for Regional Council consideration and approval.

A data-driven RATP is key to enhancing the RMAP's mobility and accessibility options and will help the region's efforts in improving air quality by planning for alternative transportation options such as walking, biking and micromobility. This effort aligns with recommended actions of other regional and local plans.

Key elements of the RATP include:

- Extensive public outreach including interactive online engagement methods.
- Analysis of existing conditions and needs for active transportation infrastructure.
- Corridor identification for active transportation opportunity areas and recommended projects to address active transportation needs.
- An active transportation toolbox for utilization by member jurisdictions.
- Documentation of expected overall benefits.

PRIOR BOARD AND/OR COMMITTEE ACTION

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

Authorization from the Regional Council for the PAG executive director to execute a contract between PAG and Kimley-Horn to complete the Regional Active Transportation Plan, January 25, 2024.

Recommendation for approval of the draft RATP to Regional Council by the PAG Management Committee, November 12, 2025.

FINANCIAL CONSIDERATIONS

None.

TECHNICAL, POLICY, LEGAL OR OTHER CONSIDERATIONS

None.

ATTACHED ADDITIONAL BACKUP INFORMATION

[Final-Draft-Regional-Active-Transportation-Plan-RATP.pdf](#)

Staff Contact/Phone	
	Michael J. Ortega, (520) 792-1093 Hannah Oden, (520) 792-1093, ext. 4418 Jeanette DeRenne, (520) 792-1093, ext. 4477

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

Meeting	Meeting Date	Agenda Category	Agenda Item #
Regional Council	Dec. 4, 2025	Information	6

REQUESTED ACTION/SUGGESTED MOTION

This is an information item.

ASSOCIATED OWP WORK ELEMENT/GOAL

Work Element 40, Transportation Activities

SUMMARY

PAG has a contract with Kimley-Horn to complete a Dial-a-Ride and Microtransit Service Area Analysis. This study evaluates existing RTA dial-a-ride service and the feasibility of transitioning these services to microtransit and potential new areas where microtransit could be implemented. This project also includes a comprehensive transit planning study for Vail and Picture Rocks, which is being finalized and will be forthcoming as an appendix to the main report. The full Dial-a-Ride and Microtransit Service Area Analysis is available to review and can be used to inform future transit planning efforts by PAG/RTA. The study development process included extensive participation from the public, representatives from PAG member agencies through the project's Technical Advisory Committee, and continuous updates to PAG committees.

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

Key elements of the project include:

- Extensive public outreach including interactive online engagement methods.
- Analysis of existing conditions and potential improvements to dial-a-ride services.
- Service planning recommendations for potential new microtransit zones.
- Implementation actions related to technical, financial and operational considerations.

- Assessment of how the proposed microtransit services could impact mode shift, vehicle miles traveled (VMT), and air quality.
- Comprehensive Transit Planning Study for Vail and Picture Rocks (forthcoming as an appendix to the main report).

PRIOR BOARD AND/OR COMMITTEE ACTION

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

Authorization from the Regional Council for the PAG executive director to execute a contract between PAG and Kimley-Horn to complete the Dial-a-Ride and Microtransit Service Area Analysis, May 30, 2024.

FINANCIAL CONSIDERATIONS

None.

TECHNICAL, POLICY, LEGAL OR OTHER CONSIDERATIONS

None.

ATTACHED ADDITIONAL BACKUP INFORMATION

[PAG Dial-a-Ride and Microtransit Service Area Analysis Final Report](#)

Staff Contact/Phone	
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SUBJECT: PAG Social Services Planning Subcommittee – Social Services Block Grant

Meeting	Meeting Date	Agenda Category	Agenda Item #
Regional Council	Dec. 4, 2025	Action	7

REQUESTED ACTION/SUGGESTED MOTION

The Regional Council will be asked to approve the recommended funding allocations for the Federal Social Services Block Grant (SSBG) to the Arizona Department of Economic Security (DES). The funding allocations for Pima County are for eight to nine of the 29 service categories under the Social Services Block Grant. The recommendations will result in funding for agencies in SFY2027. The total amount of money available for Pima County through this block grant is consistent from year to year and is typically \$1.4 million.

ASSOCIATED OWP WORK ELEMENT/GOAL

Work Element 40, Regional Transportation Planning

SUMMARY

Annually, Pima Association of Governments (PAG) works with the Arizona Department of Economic Security (ADES) to recommend grant awards for the Federal Social Services Block Grant. The recommendations are based on the following goals for the SSBG Program in the State of Arizona:

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

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

PRIOR BOARD AND/OR COMMITTEE ACTION

PAG's Social Services Planning Subcommittee made SFY26 Social Services Block Grant Funding Recommendations. Regional Council approved recommendations on March 3, 2025.

FINANCIAL CONSIDERATIONS

PAG submits funding recommendations to Regional Council for approval of \$1,454,627 in Pima County pertinent to Social Services Block Grant funding.

TECHNICAL, POLICY, LEGAL OR OTHER CONSIDERATIONS

The legal ad regarding the public comment period was posted on Monday, Oct. 27, 2025. The public comment period began on Oct. 27, 2025. All written public comments on the proposed program had to be received by midnight on Wednesday, Nov. 5, 2025, which concluded the comment period. Comments were to be submitted via the online public comment form at PAGregion.com or emailed to publiccomments@PAGregion.com.

Mailed public comments were to be sent to: Pima Association of Governments, 1 E. Broadway Blvd., Suite 401, Tucson, AZ 85701.

ATTACHED ADDITIONAL BACKUP INFORMATION

SFY2027 Social Services Planning Subcommittee recommendations for the Social Services Block Grant.

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**SOCIAL SERVICES BLOCK GRANT
STATE FISCAL YEAR 2027
FUNDING AND SERVICE INTENTS
DISTRICT II- PIMA ASSOCIATION OF GOVERNMENTS (PAG)
CHILD AND COMMUNITY SERVICES DIVISION (CCSD)**

SERVICES	TARGET GROUP	STATUS	SFY 2026 Local Planned	SFY 2027 Local Planned Level	Difference	Service Intent
Supportive Intervention/Guidance Counseling	AD/CH (Adults and Youth)	Group	\$ 24,766	\$ 24,766	\$0.00	To provide crisis counseling and emergency shelter as well as assisting clients in stabilizing their situations and in accessing other services and benefit programs.
Crisis Intervention Shelter Services	AD (Adults-Domestic Violence Victims)	Group	\$ 63,580	\$ 63,580	\$0.00	or potential victims of sexual assault or domestic abuse to prevent physical or emotional harm.
Case Management	AD/CH (Domestic Violence Victims)	Group	\$ 37,711	\$ 37,711	\$0.00	domestic violence in obtaining safe and stable living situations and developing a case plan.
Legal Assistance	AD (Adults-Domestic Violence Victims)	Group	\$ 19,216	\$ 19,216	\$0.00	To protect the rights of individuals by providing assistance with civil legal issues for individuals and families in need of food stamp assistance.
Legal Assistance	AFC (Civil Legal Matters for Low Income Residents)	Group	\$ 19,216	\$ 19,216	\$0.00	To protect the rights of individuals by providing consultation and legal services for individuals and families facing eviction or needing landlord tenant mitigation.
Legal Assistance	AFC (Civil Legal Matters for Low Income Residents)	Group	\$ 28,565	\$ 28,565	\$0.00	providing assistance with civil legal issues including domestic situations, landlord-tenant problems and obtaining appropriate identification for
Emergency Shelter	AD (Adults-Domestic Violence Victims)	Group	\$ 53,128	\$ 53,128	\$0.00	shelter to persons who are without shelter or a fixed place of residence to prevent homelessness.
Housing Support Services	AD/CH (Adults and Youth)	Group	\$ 43,148	\$ 43,148	\$0.00	To prevent homelessness by providing services that focus on addressing immediate needs to keep persons at risk of becoming homeless in their current housing if possible and by providing the necessary supports to maintain that housing or to locate new housing if necessary.
DISTRICT II TOTALS			\$ 289,330	\$ 289,330	\$ -	

SOCIAL SERVICES BLOCK GRANT
STATE FISCAL YEAR 2027
FUNDING AND SERVICE INTENTS
DISTRICT II- PIMA ASSOCIATION OF GOVERNMENTS (PAG)
DIVISION OF AGING AND ADULT SERVICES (DAAS)

SERVICES	TARGET GROUP	STATUS ELIG.	SFY 2026 Local Planned Level	SFY 2027 Local Planned Level	Difference	Service Intent
Home Care for Elderly /Adults - Personal Care, Housekeeping, Home Health and Shopper service: Clients are unable to meet all the needs of maintaining a home in a safe and sanitary manner or shop for their own food and have insufficient support systems (family and friends) to assist them.	ELD or PWD	Group	\$ 350,648	\$ 350,648	\$0.00	To enable clients to remain in their own homes by providing assistance with essential personal needs and in performing routine household maintenance including shopping for basic needs as well as reporting changes in client status.
Case Management	ELD or PWD	Group	\$ 351,159	\$ 351,159	\$0.00	To enable clients to remain in the least restrictive setting possible by providing care coordination, including assessment of needs, linkage to services and benefit programs, effective utilization of available resources, advocacy and continued monitoring.
Home Delivered Meals	ELD or PWD	Group	\$ 80,725	\$ 80,725	\$0.00	To achieve or maintain adequate nutrition by delivering nutritious meals to the client's residence.
DISTRICT II TOTALS			\$ 782,533	\$ 782,533	\$ -	

**SOCIAL SERVICES BLOCK GRANT
STATE FISCAL YEAR 2027
FUNDING AND SERVICE INTENTS
DISTRICT II- PIMA ASSOCIATION OF GOVERNMENTS (PAG)
DEPARTMENT OF CHILD SAFETY (DCS)**

SERVICES	TARGET GROUP	STATUS ELIG.	SFY 2026 Local Planned Level	SFY 2027 Local Planned Level	Difference	Service Intent
Supportive Intervention/Guidance Counseling	AD/CH	Group	\$ 34,602	\$ 34,602		To provide counseling and guidance for youth and adult domestic violence offenders due to increasing violence in the homes.
Supportive Intervention/Guidance Counseling	AFC	Group	\$ 182,427	\$ 182,427		To assist low income children and families who are otherwise ineligible for state services to access available resources, services and benefit programs effectively. Include counseling for problem pregnancies
Behavioral Therapeutic Activities	CH	Group	\$ 69,003	\$ 69,003		To minimize the impact of the delay(s) and problem behaviors by children with special needs/behavioral problems by providing learning assessment and support skills to child care professionals in child care facilities. Behavioral therapeutic activities, including intervention and assistance to families and child care or preschool staff, would be provided.
DISTRICT II TOTALS			\$ 286,031	\$ 286,031		

**SOCIAL SERVICES BLOCK GRANT
STATE FISCAL YEAR 2027
FUNDING AND SERVICE INTENTS
DISTRICT II- PIMA ASSOCIATION OF GOVERNMENTS (PAG)
REHABILITATION SERVICES ADMINISTRATION (RSA)**

SERVICES	TARGET GROUP	STATUS ELIG.	SFY 2026 Local Planned Level	SFY 2027 Local Planned Level	Difference	Service Intent
Interpreter Service for Deaf Adults: Deaf adults who need interpreter assistance in accessing needed services.	PWD (Deaf) Adults	Group	\$ 27,092	\$ 27,092	\$ -	To assist deaf individuals in accessing and utilizing community services, including emergency services, by providing interpreter services.
Supportive Intervention/Guidance Counseling for Hearing Impaired Persons: Hearing impaired persons who have problems in adjusting to their disability, at work and in family and interpersonal relationships.	PWD Hearing Impaired	Group	\$ 30,103	\$ 30,103	\$ -	To assist deaf and hearing impaired clients in solving or learning to cope with their disability by providing intervention, support and counseling.
DISTRICT II TOTALS			\$ 57,195	\$ 57,195	\$ -	

SOCIAL SERVICES BLOCK GRANT
STATE FISCAL YEAR 2027
FUNDING AND SERVICE INTENTS
DISTRICT II- PIMA ASSOCIATION OF GOVERNMENTS (PAG)
Workforce Development Administration (WDA)

SERVICES	TARGET GROUP	STATUS ELIG.	SFY 2026 Local Planned Level	SFY 2027 Local Planned Level	Difference	Service Intent
Employment Services	Adults (any individual 18 years of age and older)	Group	\$ 36,703	\$ 39,538	\$ 2,835	To provide employment services such as childcare, transportation, employment screening, assessment or testing; structure job skills and job seeking skills; specialized therapy (occupational speech, physical); special training and tutoring, including literacy training, GED preparation and pre-vocational training; provision of books, supplies and instructional material; counseling/case management that works to ensure graduation and job placement, transportation; and referral to community resource for unemployed adults. Services should also include job training (minimally an associates degree or certificate) for programs that have a demand for skilled job opportunities. Services are intended primarily for single head of households as well as unemployed adults, elderly, low-income adults, youth 18-28 at risk of homelessness, families and rural adults.
DISTRICT II TOTALS			\$ 36,703	\$ 39,538	\$ 2,835	

SUBJECT: 2025 PAG Title VI Implementation Plan

Meeting	Meeting Date	Agenda Category	Agenda Item #
Regional Council	Dec. 4, 2025	Action	8

REQUESTED ACTION/SUGGESTED MOTION

The Regional Council will be asked to approve the 2025 PAG Title VI Plan as approved by ADOT's Civil Rights Office.

ASSOCIATED OWP WORK ELEMENT/GOAL

Work Element 40, Transportation

SUMMARY

Title VI of the 1964 Civil Rights Act that any federally funded planning, programming, and project implementation activities be free of discrimination.

ADOT requires that PAG's Title VI Implementation Plan be reviewed and approved by the RTA Board yearly. The 2025 PAG Title VI Plan has been reviewed and approved by ADOT's Civil Rights Office. ADOT's Title VI Program includes the Americans with Disabilities Act (ADA) and other nondiscrimination statutes that prohibit discrimination based on race, color, or national origin in programs or activities receiving federal assistance.

PAG's Title VI Plan outlines the manner in which PAG's federally funded transit activities comply with the requirements of Title VI, how PAG responds to complaints or allegations of discrimination, and how data is collected and analyzed to include Title VI populations. Additionally, the plan contains the procedures for filing a Title VI complaint, as well as a copy of the Title VI complaint form, which is available in both English and Spanish. The PAG Title VI webpage will host PAG's Title VI plan along with all supplemental Title VI documents.

The RTA receives federal funding from the Federal Transit Administration (FTA) through the Section 5307, 5311, and 5339 grant programs for the Sun Shuttle transit system's capital and operating expenses.

PRIOR BOARD AND/OR COMMITTEE ACTION

The RTA Board approved the 2025 PAG Title VI Plan on Dec. 4, 2025.

FINANCIAL CONSIDERATIONS

None.

TECHNICAL, POLICY, LEGAL OR OTHER CONSIDERATIONS

None.

ATTACHED ADDITIONAL BACKUP INFORMATION

PAG Title VI Implementation Plan Final Document

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2025 Title VI Implementation Plan

DRAFT

To Be Approved by PAG Regional Council

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I. Policy Statement

Title VI of the 1964 Civil Rights Act requires that any federally funded Pima Association of Governments' (PAG's) planning or programming activities, such as the long-range transportation plan or the Transportation Improvement Program (TIP) be free of discrimination. Further guidance from the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) incorporates the Americans with Disabilities Act (ADA) regulations in addition to Title VI into regional transportation plans. Federal transportation legislation, such as the Infrastructure Investment and Jobs Act (IIJA) (www.fhwa.dot.gov), recognizes these non-discrimination requirements as applying to both the planning, as well as to individual project implementation by respective jurisdictions. Additionally, Title VI compliance must include both data collection and analytic methods to assess impacts to protected groups and their level of public involvement.

This plan summarizes Pima Association of Governments' (PAG's) efforts to address Title VI requirements in its planning and programming activities only. The plan highlights recently completed or upcoming activities in PAG's regional transportation planning, air quality and water management planning, and rideshare and travel demand management program areas. As a part of the Title VI Implementation Plan, PAG is required to update the plan each year, analyzing demographic data or protected populations as defined by Executive Order (EO) 12898. For all Title VI analyses, PAG also includes low-income, elderly, individuals with a disability and limited English proficiency (LEP) populations in its analysis PAG is also required to include Title VI notices on public agendas and other products. Staff are trained in outreach as well as the Title VI complaint procedure. PAG does not discriminate within procurement processes and staff are trained on disadvantaged business enterprise (DBE) goals. Existing policies and procedures, such as PAG's Title VI assurances and procedures, are also addressed in this plan.

PAG is committed to complying with the requirements of Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all federally funded programs and

activities. PAG operates without regard to race, color, or national origin, and will make every effort to address and eliminate such discrimination, if found to exist. PAG meetings are held in accessible locations (on site or virtual), and materials are provided in accessible formats or in languages other than English upon request within a reasonable advance notice period.

(Signature of Authorized Official)
Pima Association of Governments
Michael J. Ortega, P.E., Executive Director

DATE: _____

(Signature of Authorized Official)
Tim Thomure, City Manager

DATE: _____

(Signature of Authorized Official)
Samuel Credio, Director of Transportation

DATE: _____

II. MPO Organization and Program Administration

Introduction

Under the Title VI Civil Rights Act or activities receiving federal financial assistance may not exclude persons from participating in, deny benefits to or subject anyone to discrimination based on a person's race, color, national origin or income status. This document outlines the roles, method of administration, and analysis that supports Pima Association of Governments' (PAG) regional planning activities. This program document also represents PAG's commitment, obligations and compliance regarding Title VI

For recipients of federal funds, the External Civil Rights of the Arizona Department of Transportation (ADOT) is responsible for ensuring Title VI compliance for subrecipients, such as local governments and Metropolitan Planning Organizations (MPOs) such as PAG in accordance with Title 23 CFR § 200.9 and FTA Circular 4702.1B. As described on ADOT Title VI Nondiscrimination Program [web page](#), ADOT's Title VI enforcement responsibilities include conducting internal and external compliance reviews, providing technical support to subrecipients developing their Title VI Program, approving subrecipients' Title VI Policy, Assurances and Plan, and more. Approval of the Title VI plan rests with the EXTERNAL CIVIL RIGHTS (ECR) as PAG is a subrecipient of ADOT FHWA/FTA funds.

On behalf of the Federal Highway Administration and Federal Transit Administration, the ECR provides a detailed checklist to MPOs to guide the development of Title VI implementation plans. That checklist, entitled "FHWA/FTA Title VI Implementation Plan Checklist," is included in Appendix K.

This plan adheres to all ADOT Title VI requirements.

This Title VI Implementation Plan is the product of a joint effort between PAG and the ECR in fulfilling policies and regulations outlined by both FHWA and FTA. It reflects PAG's commitments to Title VI objectives through specific U.S. Department of Transportation assurances, notices to the public, ongoing collection and presentation of demographic statistics, Title VI organization and staffing, development of a Limited

English Proficiency Plan, up-to-date complaint forms and procedures, annual staff training, and general public participation efforts.

As such, the Title VI Implementation Plan acts as a generalized guide and policy directive for more specific efforts encapsulated within individual plans and programs. For specific strategies and goals on public involvement, please refer to the PAG Public Involvement Plan (PIP). Additionally, outreach efforts and robust Title VI analysis for specific plans and programs are outlined in detail within those documents, such as the TIP and the RMAP. The analysis provided within these documents, as well as the input from the communities of concern, is presented as the planning activity moves through the PAG committee process. PAG makes every effort to be compliant in all matters related to Title VI.

Finally, PAG does not deliver individual projects and does not therefore perform a Title VI analysis on individual construction projects. Each construction project sponsor is responsible for its Title VI compliance processes as part of the planning, design and construction of its individual projects. Please refer to the Title VI Implementation Plan for each project lead agency for more details.

In summary:

- The ADOT External Civil Rights (ECR) is responsible for ensuring that subrecipients of federal funds, such as local governments and MPOs, comply with Title VI, such as through site visits and document review.
- The scope and contents of PAG's Title VI Implementation Plan follows specific requirements set forth by the ECR on behalf of FHWA and FTA.
- The overall scope and contents of PAG's Title VI Implementation Plan is similar to that of other MPOs in Arizona and, based on review of a few other MPOs outside of Arizona, this document similar to those as well.
- The PAG Title VI Implementation Plan acts as a guide and policy directive for more specific efforts encapsulated within individual planning documents and programs, such as the RMAP and TIP.
- The scope of PAG's Title VI Implementation Plan does not cover Title VI compliance for individual construction projects, which are the responsibility of the respective jurisdictions.

General Organization

Pima Association of Governments (PAG) was established in Pima County in 1972 as a 501(c)4 nonprofit association and became a designated metropolitan planning organization in 1973. The organization embraces a vision which recognizes the independence of each PAG member jurisdiction and celebrates the region's diverse cultural influences. PAG's nine members include the Cities of South Tucson and Tucson, Pima County, the Towns of Marana, Oro Valley and Sahuarita, the Pascua Yaqui Tribe, Tohono O'odham Nation and Arizona Department of Transportation. Federal regulations require that an MPO be designated to carry out a comprehensive, continuing and coordinated transportation planning process for urbanized areas with a population of 50,000 or more.

Dr. Philana A. Jeremiah, PAG/RTA Transportation Planning Coordinator, has been designated as the PAG Title VI Coordinator. On matters relating to Title VI, the coordinator has direct access to the Executive Director. A PAG organizational chart is included in the Title VI Implementation Plan as Appendix H.

All PAG staff receive annual training at an all-staff meeting. The training focuses on Title VI requirements, how the organization fulfills those requirements, and the responsibilities each individual staff member has in fulfilling those requirements. Title VI training is conducted by the PAG Title VI Coordinator. An attendance log of the training is maintained to ensure that every member of staff receives the annual training. Staff members who were unable to attend the training also receive training in a group or, if necessary, one-on-one training with the Title VI Coordinator.

This annual Title VI training for staff will include the following elements:

1. A review of PAG's Title VI documents, what each one contains, and where they can be accessed and viewed.
2. Staff responsibilities for including Title VI notices on agendas and notifications.
3. Staff responsibilities for preparing for and reacting to potential LEP needs during public meetings and events.

4. Title VI complaint procedures, locations of the complaint form, and how staff are to respond if a member of the public approaches them with a complaint of discrimination.
5. Definitions of a disadvantaged business enterprise (DBE), and how the PAG procurement process responds if the state sets a DBE goal for a particular advertisement.

The PAG Title VI Implementation Plan must be approved each year by the PAG Regional Council. This will be done at the next Regional Council meeting in September 2025. The Legal Action Report for that meeting is included as Appendix J.

Title VI Program Administration

PAG engages in three broad categories of activities with Title VI implications. These activities are periodically reviewed to ensure that the way they are administered does not have a disparate impact upon minority populations. In addition, PAG has a responsibility to document the process by which these activities are administered, and to follow those processes consistently.

Regional Planning

PAG engages in a variety of planning activities that result in several different planning products. These products include both the Regional Mobility and Accessibility Plan (RMAP), and the biennial Transportation Improvement Program (TIP). PAG's regional planning efforts also encompass several mode-specific plans such as the Regional Pedestrian Plan and the Regional Freight Plan. Finally, PAG is the designated planning agency under section 208 of the Clean Water Act and is thus responsible for the Areawide Water Quality Management Plan (208 Plan). PAG also manages the Regional Transportation Authority, a political subdivision of the state, established in Pima County in 2004. The RTA is the fiscal administrator of the 20-year, voter-approved RTA plan and half-cent excise (sales) tax, which funds the plan.

Communication and Outreach

The PAG communications department engages in outreach and public involvement activities. These activities include organizing open houses for the public to review

regional plans, promoting PAG-sponsored events and activities through emails, social media and advertisements, and managing the PAG website. In all these activities, PAG staff ensures that minority populations are included in the outreach efforts, including individuals with limited English proficiency.

Since 2012, PAG has included a Title VI section on the PAG website where the public can learn about PAG's Title VI commitments, Non-Discrimination Policy, and Limited English Proficiency Plan, as well as download the Title VI complaint process and complaint form.

The Title VI webpage on the PAG website includes introductory text in both English and Spanish. A "Google Translate" button is also available on the website, including the Title VI webpage, to allow users to translate the entire PAG website into multiple languages. A link to the Title VI information in English and Spanish is available on the PAG homepage. A fillable self-identification pdf and online forms are posted on the Title VI web page and Meetings and Events page.

Procurement and Contracts

PAG works closely with the Arizona Department of Transportation (ADOT) to ensure the most up-to-date language and assurances are included in relevant contracts, MOUs and other agreements. Annually, PAG's Contracts Administrator and/or Finance Director review relevant contracts, MOUs and other agreements to ensure they include the most up-to-date language and assurances.

Subrecipient Review

PAG has no subrecipients.

In the event that PAG acquires the responsibility to monitor and review subrecipients, PAG will provide annual Title VI training for select personnel among its subrecipient agencies. That training will be identical to the training provided to PAG staff. In addition, PAG will utilize the Title VI Subrecipient Compliance Assessment Tool provided on the ADOT website. PAG will request any subrecipients to complete that questionnaire on an annual basis.

The subrecipient compliance assessment tool can be found on ADOT's website here:

<https://azdot.gov/business/civil-rightsexternal-eeo-contractor-compliance/title-vi-nondiscrimination-program/fhwa>

III. MPO Membership

Member Agency Demographics

Below is a table containing the demographic composition of PAG's planning area population and is taken from 2023 American Community Survey 5-year data estimates. Percentages may total more than 100% due to self-identification in more than one category. Please note that "Hispanic" is an ethnic designation rather than a racial one. Those identifying as Hispanic may also identify as any race, so table totals may sum to more than 100%.

Jurisdiction	Total Population	White Alone	Black or African American	Native American or Alaska Native	Asian	Native Hawaiian and other Pacific Islanders	Some Other Race	Hispanic	Two or More Races
Pima County (PAG Planning Area)	1,049,947	51.2%	3.3%	2.0%	2.9%	0.1%	0.4%	36.1%	2.9%
City of Tucson	543,348	43.7%	4.6%	1.4%	3.0%	0.2%	0.3%	42.7%	3.1%
City of South Tucson	4,601	8.4%	3.1%	12.5%	0.2%	0.0%	0.3%	74.8%	1.7%
Town of Marana	54,487	61.1%	3.0%	1.0%	4.2%	0.0%	0.6%	26.2%	3.2%
Town of Oro Valley	47,595	76.3%	1.4%	0.1%	3.6%	0.1%	0.3%	14.6%	2.5%
Town of Sahuarita	35,012	56.0%	2.8%	0.1%	1.0%	0.1%	0.8%	36.0%	3.4%
Tohono O'odham Nation	9,561	3.5%	0.2%	85.5%	0.0%	0.0%	0.0%	9.3%	1.4%
Pascua Yaqui Tribe	3,466	1.0%	0.2%	72.6%	0.0%	0.1%	0.1%	24.5%	1.5%
Unincorporated Pima County	365,904	57.9%	1.6%	3.5%	2.5%	0.0%	0.4%	30.2%	2.8%

Source: 2023 American Community Survey 5-year Estimates

PAG Committees

A nine-member Regional Council is the governing body of Pima Association of Governments and includes one member from each jurisdiction, plus an Arizona State Transportation Board member for transportation issues only. The Regional Council acts on policies, plans or reports that pertain to cross-jurisdictional issues on transportation, air quality, water quality, land use or human services. Per PAG's bylaws, the Regional Council is composed of the top elected official in each member jurisdiction, and the Pima County representative on the Arizona State Transportation Board (who is appointed by the governor).

Regional Council

	Race/ethnicity				
	Hispanic*	African American	Native American	Asian American	White
Number	2	0	2	0	5
Percent	22%	0%	22%	0%	56%

* "Hispanic" is an ethnicity and not a racial category; some committee members of Hispanic ethnicity preferred reporting a designation based on race rather than ethnicity.

The RTA Citizens Advisory Committee (CAC) was established in May 2018 and dissolved in December 2023. This committee worked in collaboration with the RTA Technical Management Committee (TMC) to jointly advise on and recommend a new draft RTA plan to the RTA Board for approval and eventual voter consideration.

Applications for CAC membership were sent to PAG's mailing list, which includes organizations and agencies that represent racial and ethnic minorities in the region, such as the Tucson Hispanic Chamber of Commerce.

Membership on the CAC did not revolve or rotate. Members who were selected at the time the committee was established were expected to serve for three years during which time the committee would perform its work. Of the original 35 members, 22 are continued to serve another 3-year term. In January and March 2022, the RTA Board appointed 11 new members to the committee following an application process. PAG sent three emails to its contacts to seek people to apply, posted the application notice on social media three times, and posted the application notice online. PAG also

distributed a news release about the application process to local media, including Spanish language media outlets.

Members of the CAC were selected by the RTA Board which sought to achieve diversity in geographic locations and topical expertise. When new members were appointed, CAC members received a voluntary PAG Self-Identification Survey to complete for our records.

Membership on all other public PAG committees is determined solely by the individual jurisdictions. PAG has no ability to direct membership on any committee representing member jurisdictions or agencies.

IV. Title VI Program Review

Planning

Geographic Analysis of Underserved Populations

Staff within each PAG program area periodically perform a basic assessment to identify the location of protected Title VI in relationship to the provision of information and planning products and services. PAG's online regional data provides program staff with maps showing the location of protected Title VI within PAG's urbanized planning area. ZIP Code maps are also used to show locations of people in databases. The maps of protected populations and mailing list ZIP codes are compiled as one way to demonstrate that protected populations are being notified and/or involved. This documentation is important for demonstrating compliance with Title VI.

This assessment guides the Title VI analysis of each planning product. For PAG's long-range transportation plan, the Regional Mobility and Accessibility Plan (RMAP), an overall analysis of the cumulative effect of all the projects in the plan is conducted. The RMAP analysis assesses the impact of all the projects proposed in the region over the next 20 to 30 years.

Other planning products, such as the TIP or PAG's Long-Range Transit Plan, also follow a similar approach. These plans analyze the regional impact of the plan on protected populations.

However, PAG does not deliver individual projects and does not therefore perform a Title VI analysis on individual projects. Each project sponsor is responsible for its own and Title VI compliance processes as part of the planning, design, and construction of its individual projects.

Specific projects are expected to have appropriate public involvement and mitigation techniques applied during their design and development process. For example, a variety of state and federal rules and regulations govern "just" compensation and relocation assistance for properties that qualify due to the impacts of individual projects. These

requirements are administered by the sponsoring agency at an appropriate time during project development and right-of-way acquisition.

Title VI Modeling in Plans and Programs

All the projects contained in the TIP must be consistent with PAG's long-range transportation plan, the RMAP. The RMAP has been analyzed and developed to provide an appropriately balanced program of transportation improvements with significant investment in transit, bicycle and pedestrian projects that benefit all individuals including those who may not own or operate a motor vehicle. Projects within the roadway component of the RMAP are distributed throughout the region to prevent disproportionate impacts on any one area or population group. This Title VI analysis is applied to the cumulative impact of all the projects in the plan. Because PAG does not deliver individual transportation projects, it does not conduct a project-by-project analysis for each individual project.

PAG has developed maps showing the concentration distribution of "protected" classes (as defined by federal regulation) within the region. These maps, along with official population statistics, current estimates and projections, and other household data in the PAG region, assist in analyzing the potential disparate impacts of the TIP on these groups.

The types of projects that appear in the TIP may include roadway improvements, bridge improvements, transit improvements, transportation enhancements, transportation planning studies, bicycle and pedestrian programs, rideshare, travel reduction, and airport improvements.

PAG has developed maps showing the concentration distribution of "protected" classes (as defined by federal regulation) within the region. These maps, along with official population statistics, current estimates and projections, and other household data in the PAG region, assist in analyzing the potential impacts of the TIP on these groups.

For this analysis, a "concentration" of a protected group has been defined as those geographic areas where the percentage of a protected population within the area exceeds the average percentage of that same population living within the county as a

whole. For example, if the county average for a protected population is 5%, an area with a population greater than 5% would be considered to have a concentration of that protected population. Also, for this analysis, Transportation Analysis Zones (TAZ) within PAG's urbanized planning area were used as the geographic boundary to identify concentrations of the protected groups.

The method used for this analysis was a computer model computation for the average travel time in the region with and without the projects identified for construction in the TIP. Additional computer runs were performed for each protected class by areas of geographic concentration and at the regional level. An analysis of model results then compared average travel times for protected populations.

The maps included in Appendix I are provided as a graphic representation of the location of the projects in comparison to the location of various concentrations of protected populations.

Because the impacts of projects are very subjective, the analysis assumes projects are equal in their benefits and burdens. The goal of this analysis is to attempt to determine if comparable numbers of people are being impacted by the project in the protected population as are being impacted in the general population. The TIP strives to provide a balance so that all groups are affected at approximately the same ratio.

It should be noted that there are several programs in the TIP that do not lend themselves to being mapped such as rideshare, systemwide technology upgrades, purchase of transit vehicles, etc. These, therefore, are not included in this analysis. For the most part, these activities are targeted toward one or more of the protected classes or they are distributed uniformly throughout the region. It is assumed then that these activities are either neutral or would improve the observed benefits of the program for each of the protected populations.

The following tables (**Figures 1 and 2**) provide the average travel time for the whole region (labeled "all") and each protected population as found in the PAG FY 2025–/FY 2029 Transportation Improvement Program (TIP). The tables also provide the travel times for the protected populations in concentrations (labeled "protected") and for the

region as a whole. This analysis will be updated in the new TIP currently under development.

Please note that some individuals may belong to more than one protected population. For example, someone could belong to a protected ethnic population and be elderly, disabled and/or low income.

The analysis shows that, when compared to a baseline travel time of all residents in the urban portion of the county (labeled as "all"), the protected populations are expected to experience the same travel time benefits. In both analyses, the average travel time improvement with the TIP projects compared to without TIP projects was 0.1 of a minute (6 seconds). This same result was found for all protected populations and classes.

Figure 1: Title VI Analysis:

Modeling Results for Concentrations of Protected Populations: 2024 vs. 2029 (with TIP projects built)

Group	Travel Period	Average Travel Time 2024 (Minutes/Vehicle)	Average Travel Time 2029 with projects (Minutes/Vehicle)	Comparison between years (Minutes/Vehicle) Negative numbers indicate travel time savings
All	Peak	15.3	15.4	0.1
	Off-Peak	13.1	13.0	-0.1
African American	Peak	13.5	13.5	0.0
	Off-Peak	11.4	11.4	0.0
Asian	Peak	13.9	13.9	0.0
	Off-Peak	11.7	11.7	0.0
Disabled	Peak	15.0	15.0	0.0
	Off-Peak	12.7	12.7	0.0
Elderly (+65)	Peak	16.9	16.9	0.0
	Off-Peak	14.5	14.4	-0.1
Hispanic	Peak	14.0	14.2	0.2
	Off-Peak	12.0	12.0	0.0
Low Income	Peak	12.1	12.2	0.1
	Off-Peak	10.3	10.3	0.0
Native American	Peak	14.3	14.6	0.3
	Off-Peak	12.3	12.4	0.1
Pacific Islander	Peak	12.7	12.8	0.1
	Off-Peak	11.0	11.0	0.0

Figure 2: Title VI Analysis:

Modeling Results for Concentrations of Protected Populations: 2029 with no projects vs. 2029 with TIP projects built

Group	Travel Period	Average Travel Time 2029 No Build (Minutes/Vehicle)	Average Travel Time 2029 with projects (Minutes/Vehicle)	Comparison with and without TIP projects (Minutes/Vehicle) Negative numbers indicate travel time savings with projects
All	Peak	15.5	15.4	-0.1
	Off-Peak	13.1	13.0	-0.1
African American	Peak	13.6	13.5	-0.1
	Off-Peak	11.4	11.4	0.0
Asian	Peak	14.1	13.9	-0.2
	Off-Peak	11.7	11.7	0.0
Disabled	Peak	15.1	15.0	-0.1
	Off-Peak	12.8	12.7	-0.1
Elderly (+65)	Peak	17.0	16.9	-0.1
	Off-Peak	14.5	14.4	-0.1
Hispanic	Peak	14.3	14.2	-0.1
	Off-Peak	12.1	12.0	-0.1
Low Income	Peak	12.3	12.2	-0.1
	Off-Peak	10.4	10.3	-0.1
Native American	Peak	14.6	14.6	0.0
	Off-Peak	12.4	12.4	0.0
Pacific Islander	Peak	12.9	12.8	-0.1
	Off-Peak	11.0	11.0	0.0

Communications and Outreach

PAG's public involvement plans provide full and fair participation for all potentially affected communities and can be found on the PAG website. Identifying these communities requires close coordination between the development and implementation of the public involvement effort and the data collection and analysis phases of the planning process, all of which are subject to Title VI-. The data collection phase provides information on the protected populations, which are often synonymous with the underserved/under-represented populations and, therefore, may need particular attention in the public involvement effort. The analysis phase provides information on the potential level of impact to the various populations which will need to be integrated

into those public involvement efforts seeking input on alternative development, alternative preferences, and/or mitigation.

PAG's documents, data, and information, with few exceptions, are a matter of public record. As such, any request from a member of the public for a PAG document is responded to in a timely manner. At a minimum, a written response is provided within one week of receipt of a public information request.

Strategies From the PIP:

- Make communication and information available in forms accessible to people with disabilities. Translate public information documents as needed or upon request.
- Provide bilingual staff at meetings that are intended for gathering input.
- Obtain feedback from stakeholders and the community to evaluate public participation efforts.
- Build relationships and partnerships with our members, and reach out to stakeholders and individuals in our communities to generate direct communication and input that further supports effective regional decision making. Note: all the strategies outline the potential methods, so you could include that whole section but highlight the part above regarding translation. Again, separate public participation plans are developed per plan/project in alignment with PAG's Public Involvement Policy..

Where appropriate, the following outreach and communication efforts and procedures should be followed on each project conducted by PAG. Please see the [PAG Public Involvement Policy \(PIP\)](#) for more information regarding outreach techniques and strategies.

Exhibit 4: Levels of Public Involvement

INCREASING LEVEL OF PUBLIC IMPACT 					
	INFORM	CONSULT	INVOLVE	COLLABORATE	EMPOWER
PUBLIC PARTICIPATION GOAL	To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.	To obtain public feedback on analysis, alternatives and/or decisions.	To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.	To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.	To place final decision making in the hands of the public.
PROMISE TO THE PUBLIC	We will keep you informed.	We will keep you informed, listen to and acknowledge concerns and aspirations, and provide feedback on how public input influenced the decision.	We will work with you to ensure that your concerns and aspirations are directly reflected in the alternatives developed and provide feedback on how public input influenced the decision.	We will look to you for advice and innovation in formulating solutions and incorporate your advice and recommendations into the decisions to the maximum extent possible.	We will implement what you decide.
EXAMPLE TECHNIQUES	• Fact sheets • Websites • Open houses • Newsletters • Social media • Email notices • News releases	• Public comment • Focus groups • Surveys • Public meetings/hearings	• Workshops • Deliberative polling	• Citizen advisory committees • Consensus-building • Participatory decision-making	• Citizen juries • Ballots • Delegated decision
EXAMPLE LEVELS OF PARTICIPATION	Sun Rideshare Program*	Transportation Improvement Program*	Transit Visioning Process*	2045 Regional Mobility and Accessibility Plan* Regional Transportation Authority Plan Development*	Voter-approved Regional Transportation Authority Plan*

Sources: International Association for Public Participation * Pima Association of Governments

From our PIP page 12:

Levels of Public Involvement The levels of public involvement and methods will vary depending on the scope of a particular planning or program effort. (Exhibit 4 identifies the levels of public involvement for this PIP.)

Stakeholder Analysis

PAG staff analyze who will be affected and/or interested in the planning issue or policy being developed. This involves identifying both internal and external stakeholders. Internal stakeholders typically include PAG member jurisdictions and tribal nations, PAG

staff involved in related activities, and other governmental agencies with jurisdiction or interest in the activity. External stakeholders typically include those non-governmental parties who may be affected by the activities and/or have an interest in them

Many of PAG's program areas have compiled their own lists of external stakeholders. For each new activity, or over the course of longer activities, these lists are reviewed to ensure they are up to date and reflect the broadest range of stakeholders reasonably possible. A common method for identifying additional stakeholders is to interview existing stakeholders to determine who else needs to be involved.

PAG's communications staff maintains a large database of stakeholders and members of the public identified through a variety of public involvement initiatives over the years. This database includes civic and community organizations serving Title VI, neighborhood and homeowner associations, business groups, elected officials, PAG member jurisdiction staff at various levels, and other public groups. Communications staff are available to assist other agency staff in conducting stakeholder analyses and in accessing the public participation database upon request.

PAG program staff make a deliberate effort to identify and reach stakeholders across the region, including minorities, people with disabilities, seniors, low-income earners and people who might not know they can be part of the planning process.

Public Notification of PAG Activities and Services

Promotion of inclusive and accessible public involvement includes regular efforts within each PAG program area to notify a wide range of stakeholders and the public regarding the information, data, funding, policy, and planning issues being addressed.

Public information is presented in formats that are accessible to the intended audiences. Communications staff are available for consultation in determining what information is appropriate to publicize and in what form.

For reaching the public, the website and media outreach (e.g., press releases, ads, social media) are encouraged. For reaching stakeholder groups, distribution of public information documents such as reports and newsletters via direct mail, email and social

media also may be an effective communication method. The use of other methods is considered to promote equal access to information for targeted audiences. In particular, efforts are made to overcome barriers to accessing information among underserved populations, youth and other individuals who may not have internet access or read newspapers.

For example, public service radio announcements on Hispanic radio outlets are one method for reaching Hispanic populations, particularly non-English speaking residents. Additionally, underserved populations are no different than other populations in that they are more likely to read information distributed through trusted and familiar communication channels. Email may be used to distribute notices to school and community-based newsletters for publication. Other distribution methods include placement of English-Spanish information in libraries, community centers, other public places, and social media.

Since early 2020, PAG has invited the public to participate in virtual meetings by visiting a YouTube livestream link to watch public meetings online. YouTube livestream links to these meetings are added to the agenda, as well as notices to invite comment submission via email prior to the meeting.

A Title VI Notice is posted on the main online Meetings and Events page, and information regarding Title VI was added to all agendas. A link to a voluntary self-identification survey (English/Spanish) also has been added to the Title VI tagline in agendas.

Event Scheduling, Location and Access

Public events are scheduled to increase the opportunity for attendance by stakeholders and the public. This may require scheduling events during non-traditional business hours, holding more than one event at different times of the day or on different days, and checking other community activities to avoid conflicts. For example, events in Green Valley have been found to be more effective if held during daytime or business hours, due to the large concentration of retired individuals living in that area.

When hosting events for public meetings regarding regional plans, PAG tries to ensure that the majority of meeting venues are located on public transit routes, and that the host buildings are accessible for individuals with disabilities.

When a public event or public hearing is focused on a planning study or program related to a specific geographic area or jurisdiction within the PAG region, the event or hearing is held within that geographic area or jurisdiction. The appropriate elected officials as identified in the stakeholder analysis are consulted and/or informed of relevant outreach activities within their jurisdictions.

Traditionally, PAG hosted multiple events for public meetings or open houses regarding regional plans. At a minimum, one event was held in the northern part of the region (Marana or Oro Valley), one was held in the urban core (downtown or midtown Tucson), and one was held in the south (Sahuarita or Green Valley). Additional events were hosted in other geographic locations, as appropriate. With the success of virtual open house participation for the FY 2022-FY2026 TIP, PAG may continue to use virtual events to replace or enhance this traditional approach.

Following the arrival of the coronavirus pandemic in early 2020, PAG started conducting virtual meetings. In 2021, PAG conducted two virtual open houses to review the draft FY 2022–FY2026 Transportation Improvement Program with the public. As with an onsite event, the same level of outreach was executed with advertising promotions in English and Spanish media channels, and via news release, email and social media notifications. The Zoom webinar platform was used for early open house registration. During the virtual open house, participants were able to submit written questions through a question-and-answer tool in Zoom. PAG staff read the Title VI notice at the start of the virtual events, followed by a presentation on the TIP, and a question-and-answer session including representation from PAG member jurisdictions to help provide responses. Participants were asked to submit formal comments online through the PAG website. Spanish-speaking staff were available to answer questions.

LEP Preparations

PAG staff are trained annually in how to prepare for potential LEP needs at outreach events or activities. Members of staff who conduct such meetings follow the established

Four Factor analysis (see below) in preparing for public meetings and will be conducted on a project-by-project basis. The languages that meet the Safe Harbor Threshold requirement in PAG Service Area as a whole are Spanish, Chinese, Vietnamese, Arabic, Russian, Korean and Tagalong. Within the City of Tucson, only Spanish meets the Safe Harbor threshold. In the smaller incorporated jurisdictions of South Tucson, Marana, Oro Valley, and Sahuarita, no single language group reaches the threshold, though Spanish is the most common LEP language. In the unincorporated areas of Pima County, Spanish also meets the Safe Harbor Threshold. This means that for countywide and regional planning, vital materials should be translated into Spanish, Chinese, Vietnamese, Arabic, Russian, Korean and Tagalong, documents while for place-specific efforts, Spanish alone generally satisfies the Safe Harbor requirement.

Factor 1: The number or proportion of LEP persons served by the PAG service area.

When preparing for a meeting, PAG staff are instructed to consult the LEP plan and familiarize themselves with the demographic data contained in that plan. In doing so, staff become familiar with the types and numbers of LEP needs in the PAG planning area.

Factor 2: The frequency with which LEP individuals encounter PAG programs.

When preparing for an event, PAG staff, in coordination with the Communications Department, consult records of past events with similar topics or conducted in similar venues. This analysis identifies any of these other meetings where LEP individuals or needs were encountered.

Factor 3: The importance of the service provided by the PAG program

PAG programs are of great importance to residents of the region. Where possible, PAG makes every effort to communicate information about PAG programs to all members of the region. No single PAG program is considered less important than the others.

Factor 4: The resources available and the overall cost to PAG

The PAG Title VI Coordinator maintains a roster of PAG employees who speak languages other than English and the degree of proficiency with which they speak those languages. If LEP needs are anticipated, PAG staff with the appropriate language skills are invited to attend the event or meeting to assist with translation.

For more information on how PAG has conducted a Four Factor analysis for general LEP purposes, or for information about LEP procedures for public outreach, please see the PAG LEP Plan.

LEP Translations

As indicated in PAG's Limited English Proficiency (LEP) Plan, Spanish is the predominant language spoken by those in the PAG service area who speak English "less than very well."

Public information documents written in English, including meeting notices and agendas, include a tagline affirming that PAG will make reasonable accommodations to translate any materials in Spanish, or other languages as needed. This information is also available on the public participation web page and on the Title VI web page.

As a rule, Spanish-speaking staff are on hand at public meetings intended for gathering input.

Members of the public who call PAG or its Sun Rideshare alternative transportation program hotline (884-Ride) and require over-the-phone Spanish interpretation can be directed to a Spanish-speaking PAG staff member.

Spanish translations are used for activities specifically targeted to the public even without a request. Examples of materials to be translated include meeting notifications (e.g., flyer or web posting). Additional information that is translated upon request includes any public meeting handouts, such as fact sheets, newsletters, and executive summaries of planning documents under review.

Data Collection and Analysis of Outreach Efforts

PAG makes available a voluntary self-identification survey at every in-person public event hosted by PAG. On an annual basis, the surveys that have been returned to PAG staff are analyzed by the Title VI Coordinator. Each survey is labeled with the name of the event to determine which meetings, if any, are lacking in minority participation. PAG maintains an inventory of the self-identification surveys and provides them to Title VI monitoring agencies upon request.

This self-identification survey is also available via an online form. Attendees of virtual meetings also have the option of downloading a fillable pdf, completing the brief questionnaire, and submitting it to PAG.

On an annual basis, the PAG Title VI Coordinator will estimate, for various public meeting sizes, the number of expected attendees from protected demographics using the ACS 5-year Estimates Data Profiles as shown in the table below for a variety of meeting sizes. Each row shows the measured ACS demographic proportion multiplied by the meeting size.

The Title VI Coordinator will conduct a visual survey of any meeting of the Regional Council, Management Committee, or other policymaking body if the number of public participants is large enough that one or more attendees of a given demographic are expected.

A visual survey is not suited for estimating members of the public who identify as "other" or as "two or more races." Therefore, any analysis of meeting participation by these populations will be based solely on submitted self ID forms, if any.

Expected Number of Hispanic Participants at PAG Public Meetings

Meeting Size	Expected Hispanic	Expected Hispanic (Rounded)
5	1.8	2
10	3.6	4
25	8.9	9
50	17.9	18
75	26.8	27

100	35.7	36
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Based on the regional Hispanic population of 35.7% (See table on page 13)

Expected Number of Black, American Indian, Asian, Pacific Islander, and multiple or some other race Participants at PAG Public Meetings

Meeting Size	Expected Demographic	Expected Demographic (Rounded)
5	0.7	1
10	1.3	1
25	3.2	3
50	6.5	7
75	9.7	10
100	12.9	13

Based on the average regional population of Black, American Indian, Asian, Pacific Islander, and multiple or some other race populations at a total of 12.9% (See table on page 13).

At the conclusion of a meeting in which a visual survey is taken, the PAG Title VI Coordinator will analyze the demographic profile of the meeting to confirm that the participants in the meeting fall approximately close to the expected proportions in the tables above. If fewer members of the analyzed demographic were present than expected, the Title VI Coordinator will work with the PAG Director of Communications to develop a plan for increasing outreach to the demographic in question.

Procurement and Contracts

The PAG Contracts Administrator and/or Finance Director will maintain any submitted demographic data on bidders and awardees. Once a year, the Contracts Administrator and/or Finance Director will review any submitted data with the PAG Title VI Coordinator. Pursuant to state procurement laws, data will not be requested of consultants or contractors prior to the award, and post-award submittal will be voluntary.

If the number of RFPs, RFQs, or contracts issued in a fiscal year is greater than 10, the PAG Title VI Coordinator will analyze the demographic profile of the awardees and

compare it to the demographic profile of ADOT's on-call list. The ADOT on-call list will be used in this analysis to approximate the demographic profile of the universe of potential contractors and consultants.

At the end of each fiscal year, the PAG Title VI Coordinator will review PAG templates for contracts, RFPs and RFQs to ensure that they include the required assurances and appendices.

Data Collection and Analysis

The data collected from the self ID surveys or from the visual estimate will only be used internally. At the end of every fiscal year, the Title VI Coordinator will review the data on committee attendance that has been collected over the past year and gauge the effectiveness of outreach efforts to minority communities. These numbers will provide a baseline for the setting of goals for additional outreach efforts in the coming year.

At the end of every fiscal year, the PAG Title VI Coordinator will consult with the PAG Contracts Administrator and/or Finance Director to ensure that all contracts have included the necessary assurances and other clauses. This consultation will also include a review of any demographic data relating to contract bidders and awardees that have been collected during the previous year. This review will help PAG identify if additional outreach efforts need to be made to minority-owned businesses when issuing RFPs and RFQs.

PAG will rely upon data from the American Community Survey (ACS) to create and maintain a demographic profile of the region for use in the Title VI Plan and the Limited English Proficiency Plan. The most recent dataset will be preferred, and 5-year estimates will be preferred over 1-year estimates.

Compliance and Enforcement Procedures

Each program area approaches its Title VI responsibilities in different ways, as described above. However, in general, the PAG Title VI Coordinator provides annual training to staff, so each PAG staff member understands his or her responsibilities under Title VI.

Specialized training also will be provided to certain staff members, including those who prepare and set up public meetings or those who review and manage contracts.

If a PAG staff member fails to comply with Title VI responsibilities, retraining will be provided with additional spot checking of program activities in the ensuing months.

Changes to the Title VI Implementation Plan

Changes were made to the demographic data included in this year's Title VI Implementation Plan. Additional information was added to the Planning subsection of Section IV that describes the geographic boundary used for mapping Title VI. Lastly, the Notice to the Public was updated to include a URL link to PAG's Title VI webpage as a reference. Aside from minor grammatical edits, all other information in this plan has remained largely unchanged from the previous year.

V. Title VI Complaint Process

Any person who believes that he or she has been subjected to discrimination prohibited by Title VI of the Civil Rights Act of 1964 and the Civil Rights Restoration Act of 1987 or the Rehabilitation Act of 1973 may file a Title VI discrimination complaint.

PAG maintains a Title VI complaint log and provides a Title VI complaint form on PAG's website as well as at the office front desk. PAG staff have been trained on the federal Title VI requirements and how to assist any member of the public who would like to file a Title VI complaint.

The Title VI complaint procedures described below apply to PAG and its programs, as well as to consultants and contractors funded through PAG.

Title VI complaints may be submitted to any of the contacts below.

Dr. Philana A. Jeremiah
Title VI Coordinator
Pima Association of Governments
1 E. Broadway Blvd, Suite 401
Tucson, AZ 85701
Telephone (520) 792-1093, Fax (520) 620-6981
pjeremiah@pagregion.com

ADOT External Civil Rights.
1801 W Jefferson Street, Suite 101.
Mail Drop 154A
Phoenix, AZ 85007
(602) 712-8946
titlevi@azdot.gov

Federal Highway Administration
U.S. Department of Transportation
Office of Civil Rights

1200 New Jersey Avenue, SE
8th Floor E81-105
Washington, DC 20590
(202) 366-0693
Civilrights.fhwa@dot.gov

Required procedures for FHWA Title VI Complaints filed against PAG, PAG's subrecipients, contractors or consultants:

1. Any person, specific class of persons or entity that believes they have been subjected to discrimination on an FHWA-related activity or program, as prohibited by the legal provisions of Title VI on the basis of race, color, or national origin, can file a formal complaint with PAG. A copy of the Complaint Form may be accessed electronically at:
<https://pagregion.com/title-vi/>
2. The complaint must be filed within 180 days of the alleged discrimination and include the date the alleged discrimination became known to the complainant or the last date of the incident.
3. Complaints should be in writing, signed and may be filed by mail, fax, email or in person. However, the complainant may call PAG and provide the allegations by telephone for transcription. Once transcribed, PAG will send the written complaint to the complainant for correction and signature.
4. A complaint should contain at least the following information:
 - a) A written explanation of what has happened
 - b) A way to contact the complainant
 - c) The basis of the complaint (e.g., race, color, or national origin)
 - d) The identification of a specific person/people and the respondent (e.g., agency/organization) alleged to have discriminated
 - e) Sufficient information to understand the facts that led the complainant to believe that discrimination occurred in a program or activity that receives Federal Highway Administration financial assistance; and is a consultant, contractor or subrecipient of PAG

- f) The date(s) of the alleged discriminatory act(s)
- 5. Upon receipt of a completed complaint, PAG will forward all FHWA Title VI complaints to the Arizona Department of Transportation (ADOT) External Civil Rights (ECR) within 72 hours.
- 6. The EXTERNAL CIVIL RIGHTS (ECR) will forward all FHWA Title VI complaints to the FHWA Division Office.
- 7. All Title VI complaints received by the FHWA Division Office will be forwarded to the FHWA Office of Civil Rights for processing and potential investigation.
- 8. If the FHWA Office of Civil Rights determines a Title VI complaint against a subrecipient can be investigated by the EXTERNAL CIVIL RIGHTS (ECR), the FHWA Office of Civil Rights may delegate the task of investigating the complaint to the EXTERNAL CIVIL RIGHTS (ECR). The EXTERNAL CIVIL RIGHTS (ECR) will conduct the investigation and forward the Report of Investigation to the FHWA Office of Civil Rights for review and final disposition.
- 9. The disposition of all Title VI complaints will be undertaken by the FHWA Office of Civil Rights, through either (1) informal resolution or (2) issuance of a Letter of Finding of compliance or noncompliance with Title VI. A copy of the Letter of Finding will be sent to the FHWA Division Office.
- 10. The complainant may also file a discrimination-related complaint on an FHWA program or activity directly with ADOT or with the Federal Highway Administration using the contact info above.

All FHWA Title VI complaints will be forwarded to ADOT within 72 hours for processing.

Complaints regarding FTA funding and programs may be investigated by PAG, according to the following procedures:

1. Any person who believes he and/or she has been discriminated against on the basis of race, color, or national origin, or disability may file a Discrimination complaint by completing and submitting the agency's Title VI Complaint Form.
2. Formal complaints must be filed within 180 calendar days of the last date of the alleged act of discrimination or the date when the alleged discrimination became known to the complainant(s), or where there has been a continuing course of conduct, the date on which the conduct was discontinued or the latest instance of the conduct.
3. Complaints must be in writing and signed by the complainant(s) and must include the complainant(s) name, address and phone number. The ADA/Title VI contact person will assist the complainant with documenting the issues if necessary.
4. Allegations received by fax or email will be acknowledged and processed, once the identity of the complainant(s) and the intent to proceed with the complaint have been established. For this, the complainant is required to mail a signed, original copy of the fax or email transmittal for the complaint to be processed.
5. Allegations received by telephone will be reduced to writing and provided to the complainant for confirmation or revision before processing. A complaint form will be forwarded to the complainant for him/her to complete, sign and return for processing.
6. Once submitted, PAG will review the complaint form to determine jurisdiction. All complaints will receive an acknowledgement letter informing her/him whether the complaint will be investigated by PAG or submitted to the state or federal authority (hereinafter "the Authority") for guidance.
7. PAG will notify the ADOT External Civil Rights of ALL Discrimination complaints within 72 hours via telephone at (602) 712-8946; or email at titlevi@azdot.gov.
8. PAG has 60 business days to investigate the complaint. If more information is needed to resolve the case, the Authority may contact the complainant. The

complainant has 60 business days from the date of the letter to send requested information to the investigator assigned to the case. If the investigator is not contacted by the complainant or does not receive the additional information within 60 business days, the Authority can administratively close the case. A case can be administratively closed also if the complainant no longer wishes to pursue their case.

9. After the investigator reviews the complaint, she/he will issue one of two letters to the complainant: a closure letter or a letter of finding (LOF). A closure letter summarizes the allegations and states that there was not a Discrimination violation and that the case will be closed. An LOF summarizes the allegations and the interviews regarding the alleged incident, and explains whether any disciplinary action, additional training of the staff member or other action will occur.
10. A copy of either the closure letter or LOF also must be submitted to ADOT within 72 hours of that decision. Letters may be submitted by hardcopy or email.
11. A complainant dissatisfied with PAG's decision may file a complaint with the Arizona Department of Transportation (ADOT) or the Federal Transit Administration (FTA) offices of Civil Rights:

ADOT: ATTN ADA/Title VI Program Coordinator
1801 W. Jefferson Street, Suite 101
Mail Drop #154,
Phoenix, AZ 85007

FTA: Attention Title VI Program Coordinator,
East Building, 5th Floor-TCR
1200 New Jersey Ave., SE
Washington, DC 20590

A copy of these procedures can be found online at: <https://pagregion.com/title-vi/>

VI. Title VI Complaints, Investigations or Lawsuits Filed

No Title VI lawsuits or complaints have been filed against PAG within the last three calendar years. A copy of the complaint log is included below.

No complaints	7/31/2021 through 7/31/2024
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VII. Notice to the Public

Pima Association of Governments (PAG) complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. PAG operates without regard to race, color, or national origin. PAG meetings are held in accessible locations, and materials are provided at the front desk in the lobby of our building and online on the PAG/RTA website in accessible formats or in languages other than English upon request within a reasonable advance notice period.

Any person who believes they have been discriminated against by PAG, or any of its sub-recipients or contractors, may file a written complaint with PAG and/or the ADOT External Civil Rights within one hundred eighty (180) days following the date of the alleged discriminatory occurrence. For additional information about PAG's procedure and how to file a complaint, contact PAG offices at the address listed below or visit <https://pagregion.com/title-vi>.

La Asociación de Gobiernos de Pima (PAG) cumple con el título VI de la ley de derechos civiles de 1964 y estatutos y reglamentos relacionados en todos los programas y actividades. PAG funciona independientemente de raza, color, origen nacional, o incapacidad. Las reuniones de PAG se ocurren en lugares de acceso y materiales se proporcionan en formatos accesibles o en idiomas distintos del inglés, si se reciben una petición antes de la reunión.

Cualquier persona que crea que ha sido discriminada por PAG, o cualquiera de sus subreceptores o contratistas, puede presentar una queja por escrito ante PAG y / o a la Oficina de Derechos Civiles de ADOT dentro de los ciento ochenta (180) días siguientes a la fecha del presunto hecho discriminatorio. Para obtener información adicional sobre el procedimiento de PAG y cómo presentar una queja, comuníquese con las oficinas de PAG en la dirección que se indica a continuación, o visite <https://pagregion.com/title-vi>.

Dr. Philana A. Jeremiah, Title VI Coordinator
1 E. Broadway Blvd, Suite 401
Tucson, AZ 85701
Telephone (520) 792-1093
Fax (520) 620-6981

VIII. Assurances

Pima Association of Governments (herein referred to as the "Recipient"), HEREBY AGREES THAT, as a condition of receiving any federal financial assistance from the U.S. Department of Transportation (DOT), through the Federal Highway Administration and Arizona Department of Transportation, is subject to and will comply with the following:

Statutory/Regulatory Authorities:

- Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d et seq., 78 stat. 252), (prohibits discrimination on the basis of race, color, or national origin);
- 49 C.F.R. Part 21 (entitled Non-discrimination in Federally-Assisted Programs of the Department of Transportation--Effectuation of Title VI of the Civil Rights Act of 1964);
- 28 C.F.R. section 50.3 (U.S. Department of Justice Guidelines for Enforcement of Title VI of the Civil Rights Act of 1964);

The preceding statutory and regulatory citations hereinafter are referred to as the "Acts" and "Regulations," respectively.

General Assurance

In accordance with the Acts, the Regulations, and other pertinent directives, circulars, policy, memoranda and/or guidance, the Recipient hereby gives assurances that it will promptly take any measures necessary to ensure that:

"No person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity," for which the Recipient receives federal financial assistance from DOT, including the Federal Highway Administration.

The Civil Rights Restoration Act of 1987 clarified the original intent of Congress, with respect to Title VI and other non-discrimination requirements (The Age

Discrimination Act of 1975, and Section 504 of the Rehabilitation Act of 1973), by restoring the broad, institutional-wide scope and coverage of these non-discrimination statutes and requirements to include all programs and activities of the Recipient, so long as any portion of the program is federally assisted.

Specific Assurances

More specifically, and without limiting the above general assurance, the Recipient agrees with and gives the following assurances with respect to its *Federal Aid Highway Program*.

1. The Recipient agrees that each "activity," "facility," or "program," as defined in §§ 21.23 (b) and 21.23 (e) of 49 C.F.R. § 21 will be (with regard to an "an activity") facilitated, or will be (with regard to a "facility") operated, or will be (with regard to a "program") conducted in compliance with all requirements imposed by, or pursuant to the Acts and the Regulations.

2. The Recipient will insert the following notification in all solicitations for bids, Requests For Proposals for work, or material subject to the Acts and the Regulations made in connection with all *Federal Aid Highway Programs* and, in adapted form, in all proposals for negotiated agreements regardless of funding source:

"Pima Association of Governments, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252.42 U.S.C. §§ 2000d to 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that, for any contract entered into pursuant to this advertisement, disadvantaged business enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award."

3. The Recipient will insert the clauses of Appendix A and E of this assurance in every contract or agreement subject to the Acts and the Regulations.

4. The Recipient will insert the clauses of Appendix B of this assurance, as a covenant running with the land, in any deed from the United States effecting or recording a transfer of real property, structures, use, or improvements thereon or interest therein to a Recipient.

5. That where the Recipient receives federal financial assistance to construct a facility or part of a facility, the assurance will extend to the entire facility and facilities operated in connection therewith.

6. That where the Recipient receives federal financial assistance in the form, or for the acquisition of real property or an interest in real property, the assurance will extend to rights to space on, over, or under such property.

7. That the Recipient will include the clauses set forth in Appendix C and Appendix D of this assurance, as a covenant running with the land, in any future deeds, leases, licenses, permits, or similar instruments entered into by the Recipient with other parties:

- a. for the subsequent transfer of real property acquired or improved under the applicable activity, project or program; and
- b. for the construction or use of, or access to, space on, over, or under real property acquired or improved under the applicable activity, project or program.

8. That this assurance obligates the Recipient for the period during which federal financial assistance is extended to the program, except where the federal financial assistance is to provide, or is in the form of, personal property, or real property, or interest therein, or structures or improvements thereon, in which case the assurance obligates the Recipient, or any transferee for the longer of the following periods:

- a. the period during which the property is used for a purpose for which the federal financial assistance is extended, or for another purpose involving the provision of similar services or benefits; or
- b. the period during which the Recipient retains ownership or possession of the property.

9. The Recipient will provide for such methods of administration for the program as are found by the Secretary of Transportation or the official whom he/she delegates specific authority to give reasonable guarantee that it, other recipients, subrecipients, subgrantees, contractors, subcontractors, consultants, transferees, successors in interest, and other participants of federal financial assistance under such program will comply

with all requirements imposed or pursuant to the Acts, the Regulations, and this assurance.

10. The Recipient agrees that the United States has a right to seek judicial enforcement with regard to any matter arising under the Acts, the Regulations, and this assurance.

By signing this ASSURANCE, **Pima Association of Governments** also agrees to comply (and require any subrecipients, subgrantees, contractors, successors, transferees, and/or assignees to comply) with all applicable provisions governing **Federal Highway Administration** or **Arizona Department of Transportation** access to records, accounts, documents, information, facilities, and staff. You also recognize that you must comply with any program or compliance reviews, and/or complaint investigations conducted by the **Federal Highway Administration** or **Arizona Department of Transportation**. You must keep records, reports, and submit the material for review upon request to the **Federal Highway Administration, Arizona Department of Transportation**, or its designee in a timely, complete, and accurate way. Additionally, you must comply with all other reporting, data collection, and evaluation requirements, as prescribed by law or detailed in program guidance.

Pima Association of Governments gives this ASSURANCE in consideration of and for obtaining any federal grants, loans, contracts, agreements, property, and/or discounts, or other federal-aid and federal financial assistance extended after the date hereof to the recipients by the U.S. Department of Transportation under the **Federal Highway Administration** and **Arizona Department of Transportation**. This ASSURANCE is binding on PAG, other recipients, subrecipients, subgrantees, contractors, subcontractors and their subcontractors, transferees, successors in interest, and any other participants in the **Federal Aid Highway Program**. The person(s) signing below is authorized to sign this ASSURANCE on behalf of the Recipient.

Pima Association of Governments

by

DATED: _____

(Signature of Authorized Official)

Executive Director

Appendices

Title VI Contract Language

The wording of PAG contracts will reflect the language required by ADOT and the federal government. Appendix A, B, C, D and E include the Title VI language that will be included in: A) contracts, B) deeds effecting or recording transfer of real property, structures and their improvements, and C) deeds, licenses, leases, permits or similar instruments entered into by PAG.

Other Appendices

Appendix F contains copies of the PAG Title VI complaint procedures and complaint form.

Appendix G contains the Complaint, Lawsuits and Investigations Log.

Appendix H contains the PAG Organization Chart.

Appendix I contains the Title VI maps for the most recent Transportation Improvement Program.

Appendix J contains the Legal Action Report for the Regional Council meeting in which the PAG Title VI implementation plan was approved.

APPENDIX A

CLAUSES FOR PAG EXECUTED CONTRACTS

"Pima Association of Governments, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252.42 U.S.C. §§ 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, disadvantaged business enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award."

During the performance of this contract, the contractor, for itself, its assignees, and successors in interest (hereinafter referred to as the "contractor") agrees as follows:

1. **Compliance with Regulations:** The contractor (hereinafter includes consultants) will comply with the Acts and the Regulations relative to non-discrimination in federally assisted programs of the U.S. Department of Transportation, *Federal Highway Administration or the Arizona Department of Transportation*, as they may be amended from time to time, which are herein incorporated by reference and made a part of this contract.
2. **Non-discrimination:** The contractor, with regard to the work performance by it during the contract, will not discriminate on the grounds of race, color, or national origin in the selection and retention of subcontractors, including procurements of materials and leases of equipment. The contractor will not participate directly or indirectly in the discrimination prohibited by the Acts and the Regulations, including employment practices when the contract covers any activity, project, or program set forth in Appendix B of 49 CFR Part 21.
3. **Solicitations for Subcontracts, Including Procurements of Materials and Equipment:** In all solicitations, either by competitive bidding, or negotiation made by the contractor for work to be performed under a subcontract, including procurements of materials, or leases of equipment, each potential subcontractor or supplier will be notified by the contractor of the contractor's obligations under this contract and the Acts and Regulations relative to non-discrimination on the grounds of race, color, or national origin.
4. **Information and Reports:** The contractor will provide all information and reports required by the Acts, the Regulations, and directives issued pursuant thereto and will permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the Recipient, the *Federal Highway Administration or Arizona Department of Transportation* to be pertinent to ascertain compliance with such Acts, Regulations, and instructions. Where any information required of a contractor is in the exclusive possession of another who fails or refuses to furnish the information, the contractor will so certify to the Recipient, the *Federal Highway Administration, or Arizona Department of Transportation*, as appropriate, and will set forth what efforts it has made to obtain the information.
5. **Sanctions for Noncompliance:** In the event of a contractor's noncompliance with the Non-discrimination provisions of this contract, the Recipient will impose such contract sanctions as it or the *Federal Highway Administration or Arizona Department of Transportation*, may determine to be appropriate, including, but not limited to:
 - a. withholding payments to the contractor under the contract until the contractor complies; and/or
 - b. canceling, terminating, or suspending a contract, in whole or in part.

6. Incorporation of Provisions: The contractor will include the provisions of paragraphs one through six in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Acts, the Regulations and directives issued pursuant thereto. The contractor will take action with request to any subcontract or procurement as the Recipient, the *Federal Highway Administration, or Arizona Department of Transportation* may direct as a means of enforcing such provisions including sanctions for noncompliance. Provided that if the contractor becomes involved in, or is threatened with litigation by a subcontractor or supplier because of such direction, the contractor may request the Recipient to enter into any litigation to protect the interests of the Recipient. In addition, the contractor may request the United States to enter into the litigation to protect the interests of the United States.

APPENDIX B

CLAUSES FOR DEEDS TRANSFERRING U.S. PROPERTY

The following clauses will be included in deeds affecting or recording the transfer of real property, structures, or improvements thereon, or granting interest therein from the United States pursuant to the provisions of Assurance 4:

NOW, THEREFORE, the U.S. Department of Transportation as authorized by law and upon the condition that **Pima Association of Governments** will accept title to the lands and maintain the project constructed thereon in accordance with *Title 23, United States Code the Regulations for the Administration of Federal Aid for Highways*, and the policies and procedures prescribed by the *Arizona Department of Transportation, Federal Highway Administration* and the U.S. Department of Transportation in accordance and in compliance with all requirements imposed by Title 49, Code of Federal Regulations, U.S. Department of Transportation, Subtitle A, Office of the Secretary, Part 21, Non-discrimination in federally assisted programs of the U.S. Department of Transportation pertaining to and effectuating the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252;42 U.S.C. § 2000d to 2000d-4), does hereby remise, release, quitclaim and convey unto **Pima Association of Governments** all the right, title and interest of the U.S. Department of Transportation in and to said lands described in Exhibit A attached hereto and made a part hereof.

(HABENDUM CLAUSE)

TO HAVE AND TO HOLD said lands and interests therein unto **Pima Association of Governments** and its successors forever, subject, however, to the covenants, conditions, restrictions and reservations herein contained as follows, which will remain in effect for the period during which the real property or structures are used for a purpose for which federal financial assistance is extended or for another purpose involving the provision of similar services or benefits and will be binding on **Pima Association of Governments**, its successors and assigns.

Pima Association of Governments, in consideration of the conveyance of said lands and interests in lands, does hereby covenant and agree as a covenant running with the land for itself, its successors and assigns, that (1) no person will on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination with regard to any facility located wholly or in part on, over, or under such lands hereby conveyed [.] [and]* (2) that **Pima Association of Governments** will use the lands and interests in lands and interests in lands so conveyed, in compliance with all requirements imposed by or pursuant to Title 49, Code of Federal Regulations, U.S. Department of Transportation, Subtitle A, Office of the Secretary, Part 21, Non-discrimination in federally assisted programs of the U.S. Department of Transportation, Effectuation of Title VI of the Civil Rights Act of 1964, and as said Regulations and Acts may be amended, and (3) that in the event of breach of any of the above-mentioned non-discrimination conditions, the Department will have a right to enter or re-enter said lands and facilities on said land, and that above described land and facilities will thereon revert to and vest in and become the absolute property of the U.S. Department of Transportation and its assigns as such interest existed prior to this instruction].*

*Reverter clause and related language to be used only when it is determined that such a clause is necessary in order to make clear the purpose of Title VI.

APPENDIX C

CLAUSES FOR TRANSFER OF REAL PROPERTY ACQUIRED OR IMPROVED UNDER THE ACTIVITY, FACILITY, OR PROGRAM

The following clauses will be included in deeds, licenses, leases, permits, or similar instruments entered into by **Pima Association of Governments** pursuant to the provisions of Assurance 7(a):

A. The (grantee, lessee, permittee, etc. as appropriate) for himself/herself, his/her heirs, personal representatives, successors in interest, and assigns, as a part of the consideration hereof, does hereby covenant and agree [in the case of deeds and leases add "as a covenant running with the land"] that:

1. In the event facilities are constructed, maintained, or otherwise operated on the property described in this (deed, license, lease, permit, etc.) for a purpose for which a U.S. Department of Transportation activity, facility, or program is extended or for another purpose involving the provision of similar services or benefits, the (grantee, licensee, lessee, permittee, etc.) will maintain and operate such facilities and services in compliance with all requirements imposed by the Acts and Regulations (as may be amended) such that no person on the grounds of race, color, or national origin, will be excluded from participation in, denied the benefits of, or be otherwise subjected to discrimination in the use of said facilities.

B. With respect to licenses, leases, permits, etc., in the event of breach of any of the above Non-discrimination covenants, **Pima Association of Governments** will have the right to terminate the (lease, license, permit, etc.) and to enter, re-enter, and repossess said lands and facilities thereon, and hold the same as if the (lease, license, permit, etc.) had never been made or issued.*

C. With respect to licenses, leases, permits, etc., in the event of breach of any of the above Non-discrimination covenants, **Pima Association of Governments** will have the right to enter or re-enter the lands and facilities thereon, and the above described lands and facilities will there upon revert to and vest in and become the absolute property of **Pima Association of Governments** and its assigns*.

*Reverter clause and related language to be used only when it is determined that such a clause is necessary to make clear the purpose of Title VI.

APPENDIX D

CLAUSES FOR CONSTRUCTION/USE/ACCESS TO REAL PROPERTY ACQUIRED UNDER THE ACTIVITY, FACILITY OR PROGRAM

The following clauses will be included in deeds, licenses, permits, or similar instruments/agreements entered into by **Pima Association of Governments** pursuant to the provisions of Assurance 7(b):

A. The (grantee, licensee, permittee, etc., as appropriate) for himself/herself, his/her heirs, personal representatives, successors in interest, and assigns, as a part of the consideration hereof, does hereby covenant and agree (in the case of deeds and leases add, "as a covenant running with the land") that (1) no person on the ground of race, color, or national origin, will be excluded from participation in, denied the benefits of, or be otherwise subjected to discrimination in the use of said facilities, (2) that in the construction of any improvements on, over, or under such land, and the furnishing of services thereon, no person on the ground of race, color, or national origin, will be excluded from participation in, denied the benefits of, or otherwise be subjected to discrimination, (3) that the (grantee, licensee, lessee, permittee etc.) will use the premises in compliance with all other requirements imposed by or pursuant to the Acts and Regulations, as amended and set forth in this Assurance.

B. With respect to (licenses, leases, permits, etc.), in the event of breach of any of the above Non-discrimination covenants, **Pima Association of Governments** will have the right to terminate the (license, permit, etc., as appropriate) and to enter or re-enter or re-enter and repossess said land and the facilities thereon, and hold the same as if said (license, permit, etc., as appropriate) had never been made or issued.*

C. With respect to deeds, in the event of breach of any of the above Non-discrimination covenants, **Pima Association of Governments** will there upon revert to and vest in and become the absolute property of **Pima Association of Governments** and its assigns.*

*Reverter clause and related language to be used only when it is determined that such a clause is necessary to make clear the purpose of Title VI.

APPENDIX E

During the performance of this contract, the contractor, for itself, its assignees, and successors in interest (hereinafter referred to as the "contractor") agrees to comply with the following non-discrimination statutes and authorities; including but not limited to: Pertinent Non-Discrimination Authorities:

- Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d et seq., 78 stat. 252), (prohibits discrimination on the basis of race, color, or national origin); and 49 CFR Part 21.
- The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, (42 U.S.C. § 4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of federal or federal-aid programs and projects);
- Federal-Aid Highway Act of 1973, (23 U.S.C. § 324 et seq.), (prohibits discrimination on the basis of sex);
- Section 504 of the Rehabilitation Act of 1973, (29 U.S.C. § 794 et seq.), as amended, (prohibits discrimination on the basis of disability); and 49 CFR Part 27;
- The Age Discrimination Act of 1975, as amended, (42 U.S.C. § 6101 et seq.), (prohibits discrimination on the basis of age);
- Airport and Airway Improvement Act of 1982, (49 USC § 471, Section 47123), as amended, (prohibits discrimination based on race, creed, color, national origin, or sex);
- The Civil Rights Restoration Act of 1987, (PL 100-209), (Broadened the scope, coverage and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms "programs or activities" to include all of the programs or activities of the federal-aid recipients, sub-recipients and contractors, whether such programs or activities are federally funded or not);
- The Federal Aviation Administration's Non-discrimination statute (49 U.S.C. § 47123) (prohibits discrimination on the basis of race, color, national origin, and sex);
- Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and LowIncome Populations, which ensures discrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations;
- Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency, and resulting agency guidance, national origin discrimination includes discrimination because of Limited English proficiency (LEP). To ensure compliance with Title VI, you must take reasonable steps to ensure that LEP persons have meaningful access to your programs (70 Fed. Reg. at 74087 to 74100);
- Title IX of the Education Amendments of 1972, as amended, which prohibits you from discriminating because of sex in education programs or activities (20 U.S.C. 1687 et seq).

APPENDIX F

PIMA ASSOCIATION OF GOVERNMENTS

Asociación de Gobiernos de Pima

COMPLAINT OF TITLE VI DISCRIMINATION

Formulario de Queja de Discriminación por el Título VI

Pima Association of Governments (PAG), as a recipient of federal financial assistance, is required to ensure that its services and related benefits are distributed in a manner consistent with Title VI of the Civil Rights Acts of 1964, as amended.

Any person who believes that he or she, individually or as a member of any specific class of persons, has been subjected to discrimination under Title VI, on the basis of race, color, or national origin, may file a written complaint with PAG.

We are asking for the following information to assist us in processing your complaint. If you need help in completing this form, please let us know.

Asociación de Gobiernos de Pima (PAG), como recipiente de ayuda financiera federal, es requerida a asegurar que sus servicios y servicios relacionados son distribuidos de una manera consistente con el título VI de los Actos de los Derechos Civiles de 1964, con sus enmendadas.

Si usted cree que, individualmente o como parte de una clase específica de personas, ha sido discriminado bajo el Título VI, basado en su raza, color, o nacionalidad, puede presentar una queja escrita con PAG.

Le pedimos la siguiente información para poder procesar su queja. Si necesita ayuda para llenar este formulario, por favor, pónganse en contacto con PAG.

Submit your signed complaint and any attachments to:

Entregue el formulario con su firma y paginas adicionales a:

Dr. Philana A. Jeremiah PAG's Title VI Coordinator
1 E. Broadway Blvd., Suite 401
Tucson, AZ 85701
(520) 792-1093

(520) 620-6981 fax
pjeremiah@pagregion.com

Para ayuda adicional en español:
Zonia Kelley
(520) 792-1093

1. **Complainant**

Reclamante

Name: _____

Nombre:

Street Address: _____

Domicilio:

City, State, ZIP Code: _____

Ciudad, Estado, Código Postal:

Telephone: _____

Numero de Teléfono:

Email Address: _____

Dirección de Correo Electrónico

2. **Person Discriminated Against** (if someone other than the complainant)

Persona que fue discriminada, si no es la misma que el reclamante

Name: _____

Nombre:

Street Address: _____

Domicilio:

City, State, ZIP Code: _____

Ciudad, Estado, Código Postal:

Telephone: _____

Numero de Teléfono:

Email Address: _____
Dirección de Correo Electrónico

3. Which of the following best describes the reason you believe the discrimination took place:

En su opinión, ¿en que se basaron esas acciones discriminatorias?

		Specify / Especifique
	Race <i>Raza</i>	
	Color <i>Color</i>	
	National Origin <i>Nacionalidad</i>	

Note: The listed categories above are those that are specifically protected by federal law. PAG will consider complaints of discrimination based on other categories on a case-by-case basis.

Nota: La categorías arriba son solo ellos que son protegidos por la ley federal. PAG considerará quejas de discriminación basadas in otras categorías caso por caso.

4. Date of the alleged discrimination: _____

Fecha de la supuesta discriminación:

- En el espacio abajo, describa el supuesto acto de discriminación. Explique lo más claro posible lo que pasó y quien usted piensa es el responsable por el supuesto acto. Incluye los nombres de las personas que puedan tener conocimiento del supuesto acto y cómo contactarlas.*

[illegible]

-
-
6. Have you filed a complaint of the alleged discrimination with a federal, state or local agency, or with a state or federal court?
¿Ha presentado usted (o la persona que fue discriminada) la queja ante una agencia del gobierno federal, estatal o local? ¿O ante la corte estatal o federal?

Yes _____ No _____
Sí _____ No _____

If yes, check all that apply:

		Specify / Especifique
	Federal <i>Federal</i>	
	State <i>Estatal</i>	
	Local <i>Local</i>	
	Federal Court <i>La Corte Federal</i>	
	State Court <i>La Corte Estatal</i>	

Please provide the name of the agency where you filed your complaint.
¿Ante qué agencia usted presentó la queja?

Name: _____
Nombre:

Contact Person at the Agency: _____
Nombre del investigador o representante

7. Please sign below. You may attach any additional information you think is relevant.
Por favor, firme el formulario. Adjunte cualquier información adicional que usted cree es pertinente con su queja.

Signature of Complainant
Firma del reclamante

Date
Fecha

APPENDIX G

Title VI Complaint Log

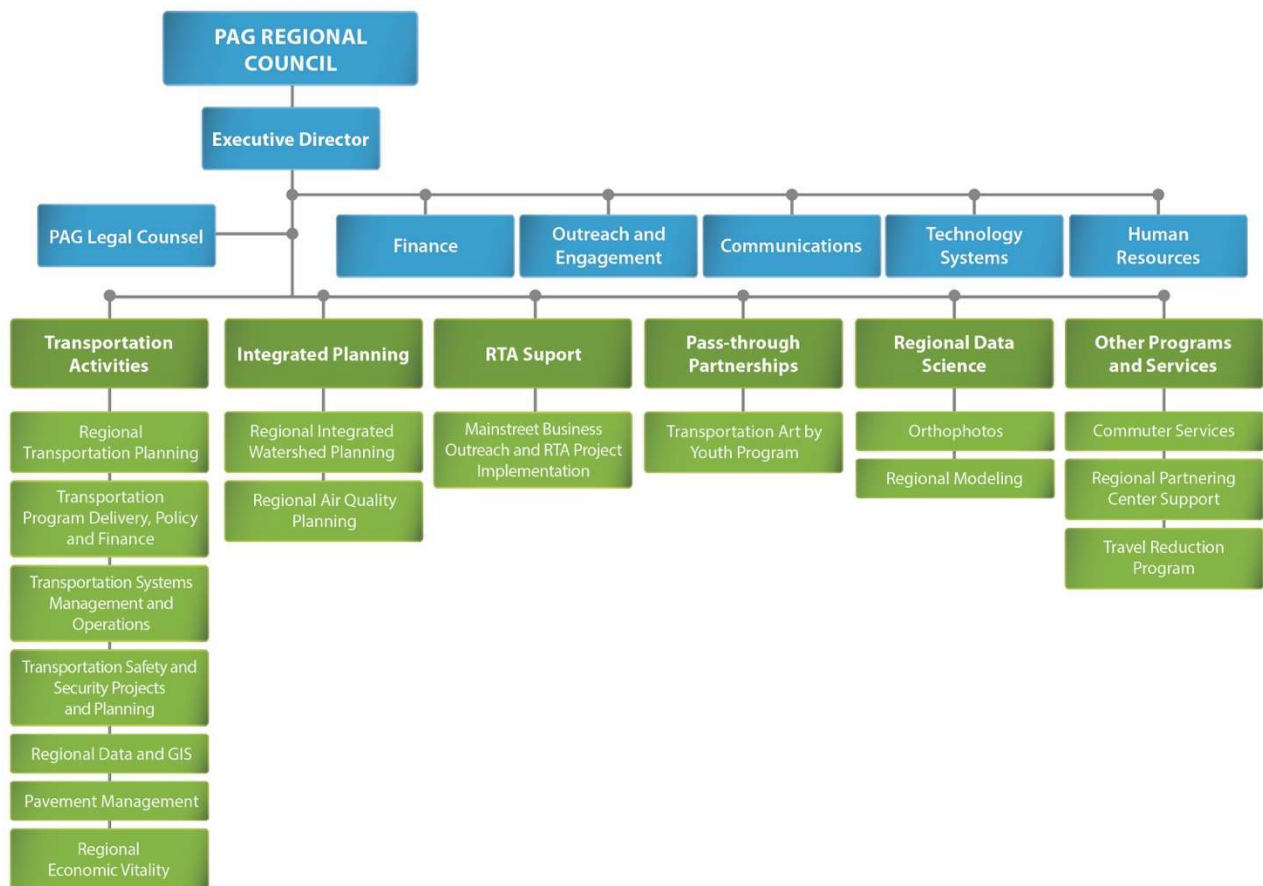
Pima Association of Governments

No Title VI complaints were received between the following dates:

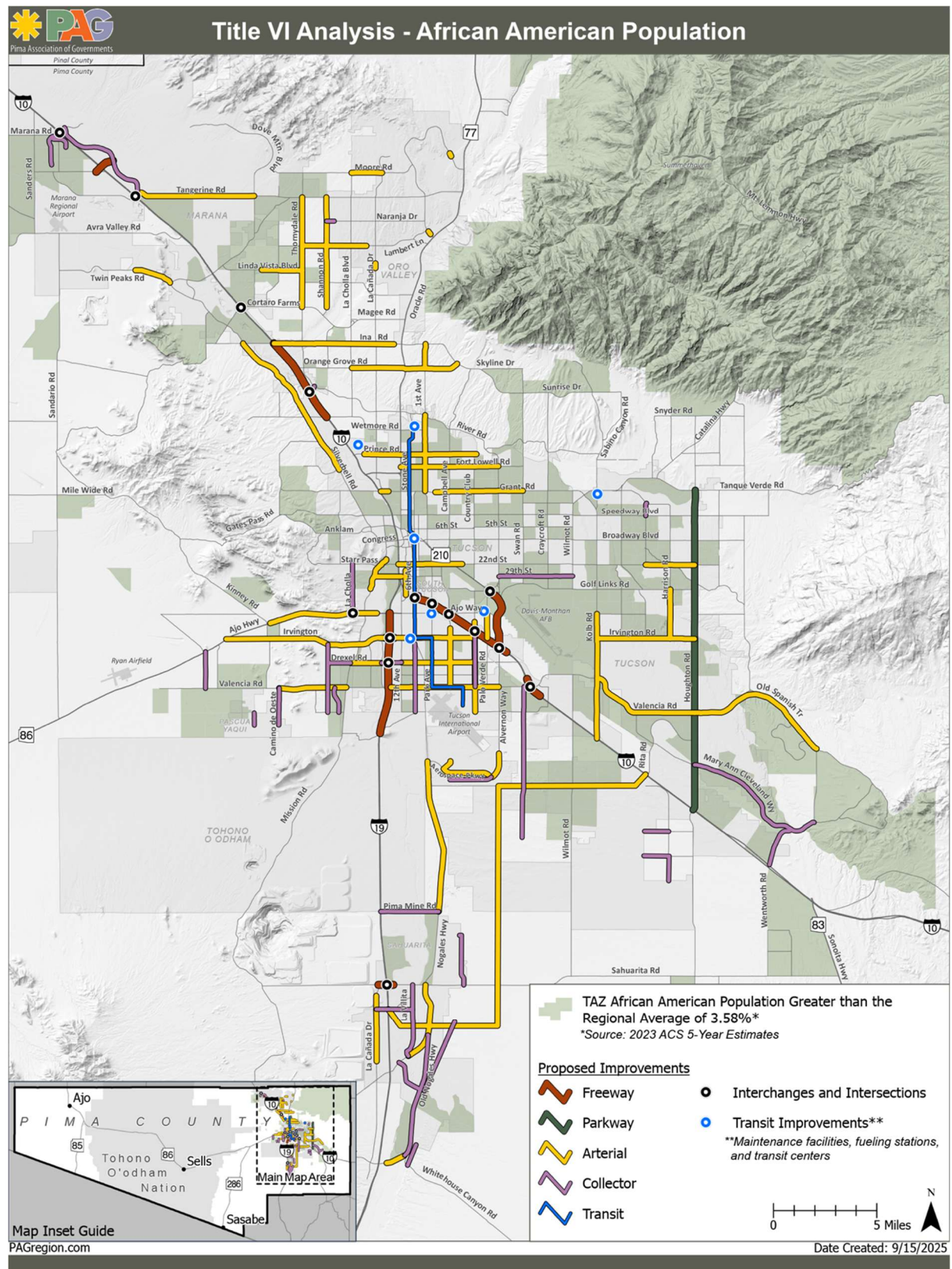
- **August 1, 2022 – July 31, 2025**

Case #	Complainant Name	Complainant Address	Date Filed	Basis	Status	Disposition

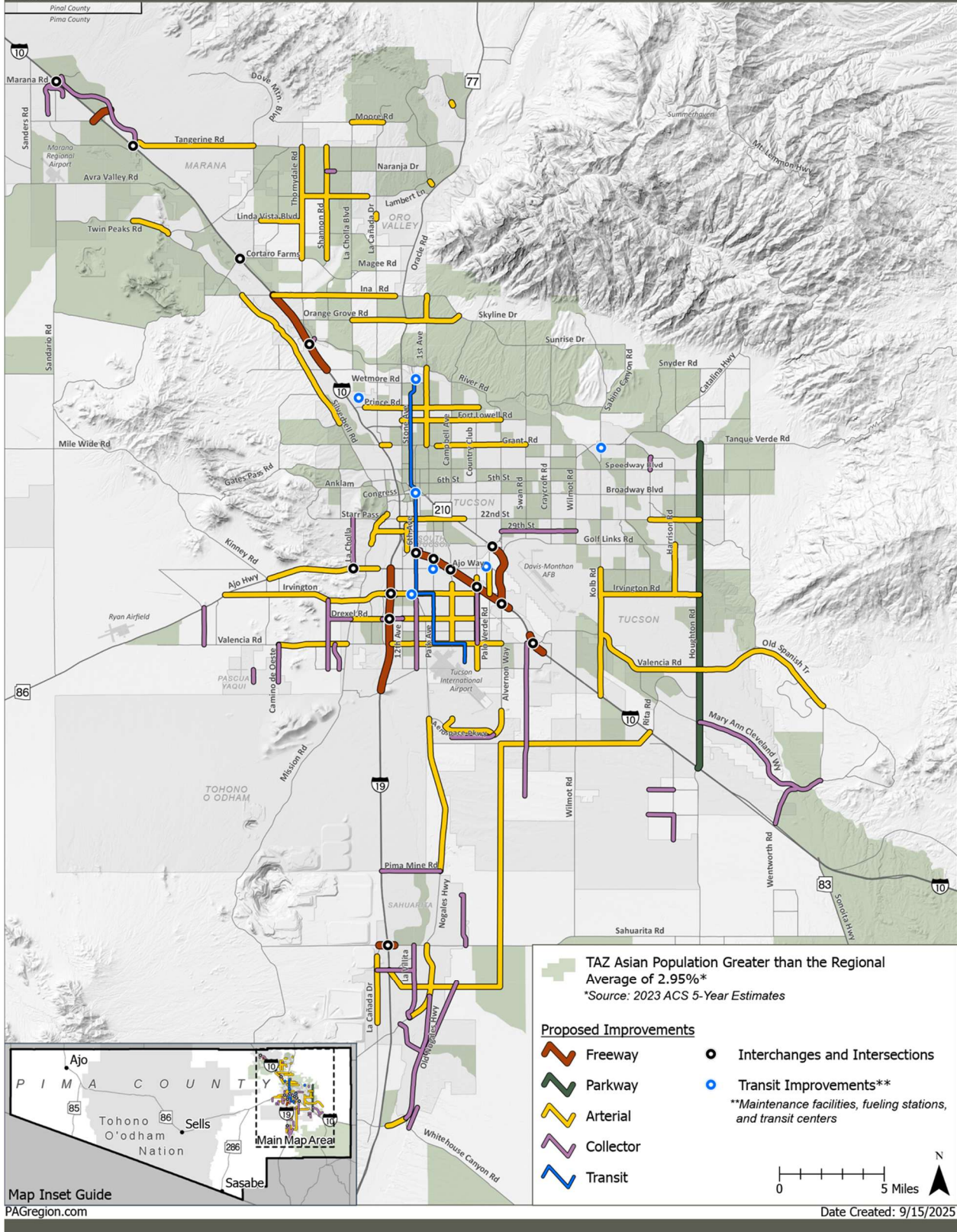
APPENDIX H



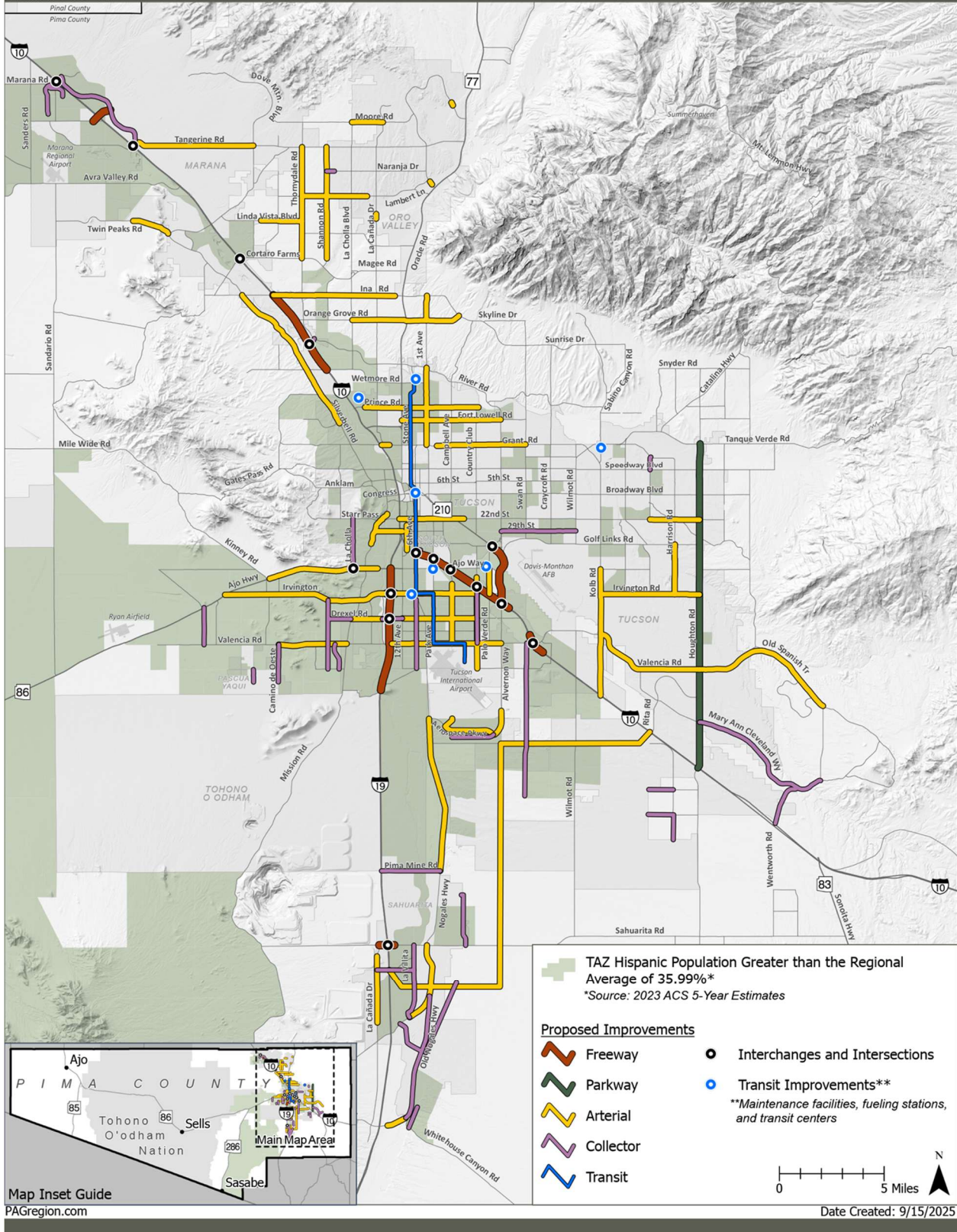
APPENDIX I



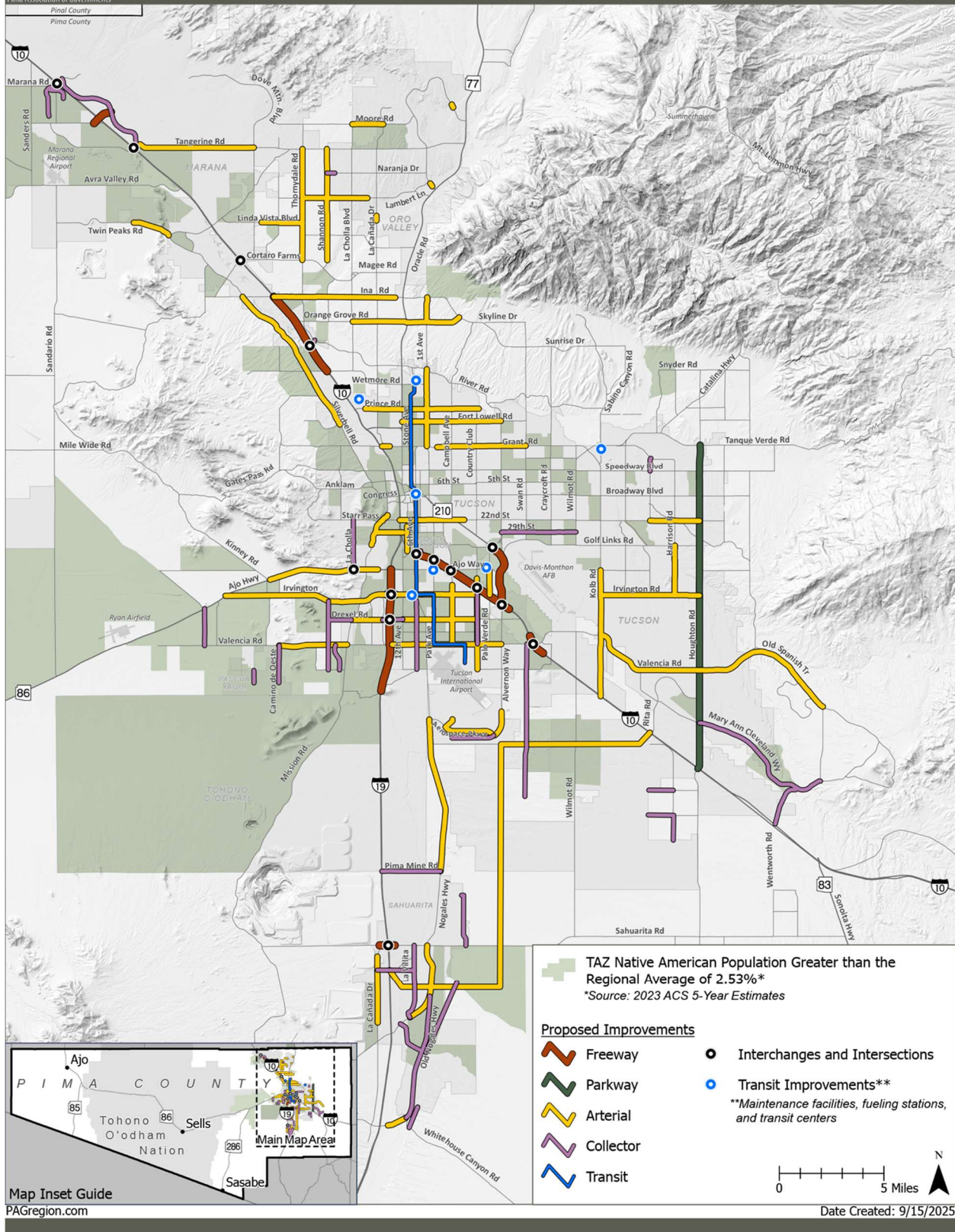
Title VI Analysis - Asian Population



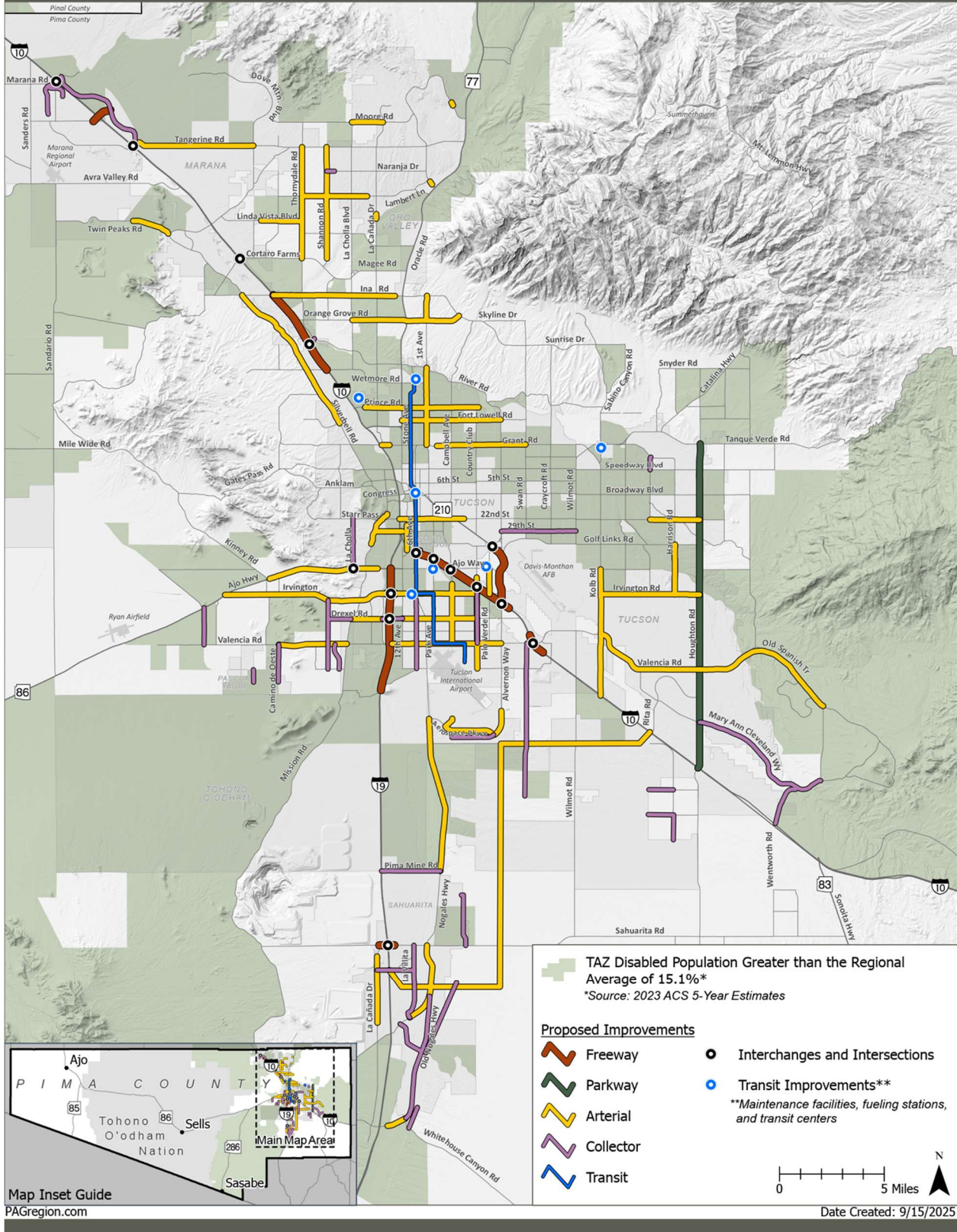
Title VI Analysis - Hispanic Population



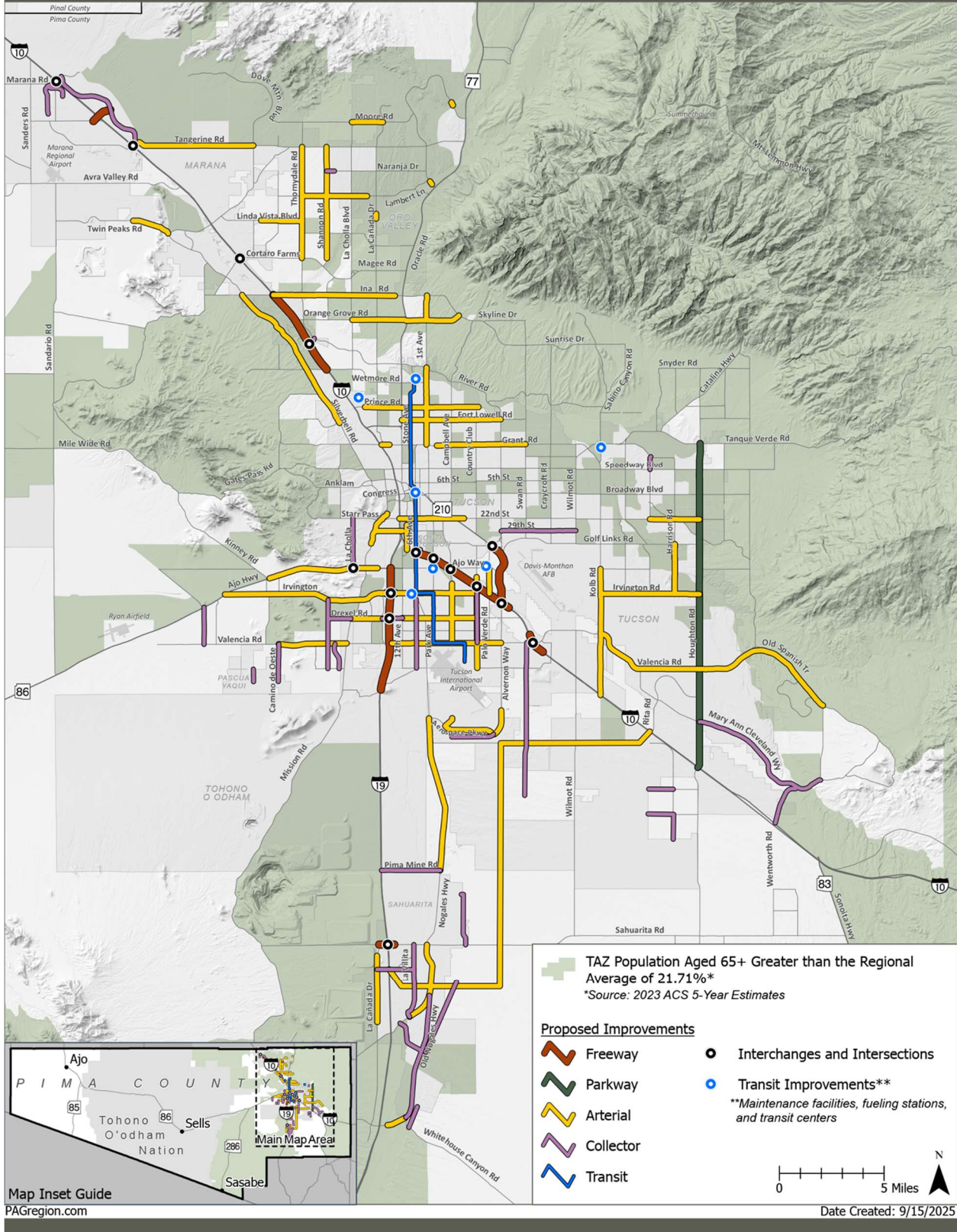
Title VI Analysis - Native American Population



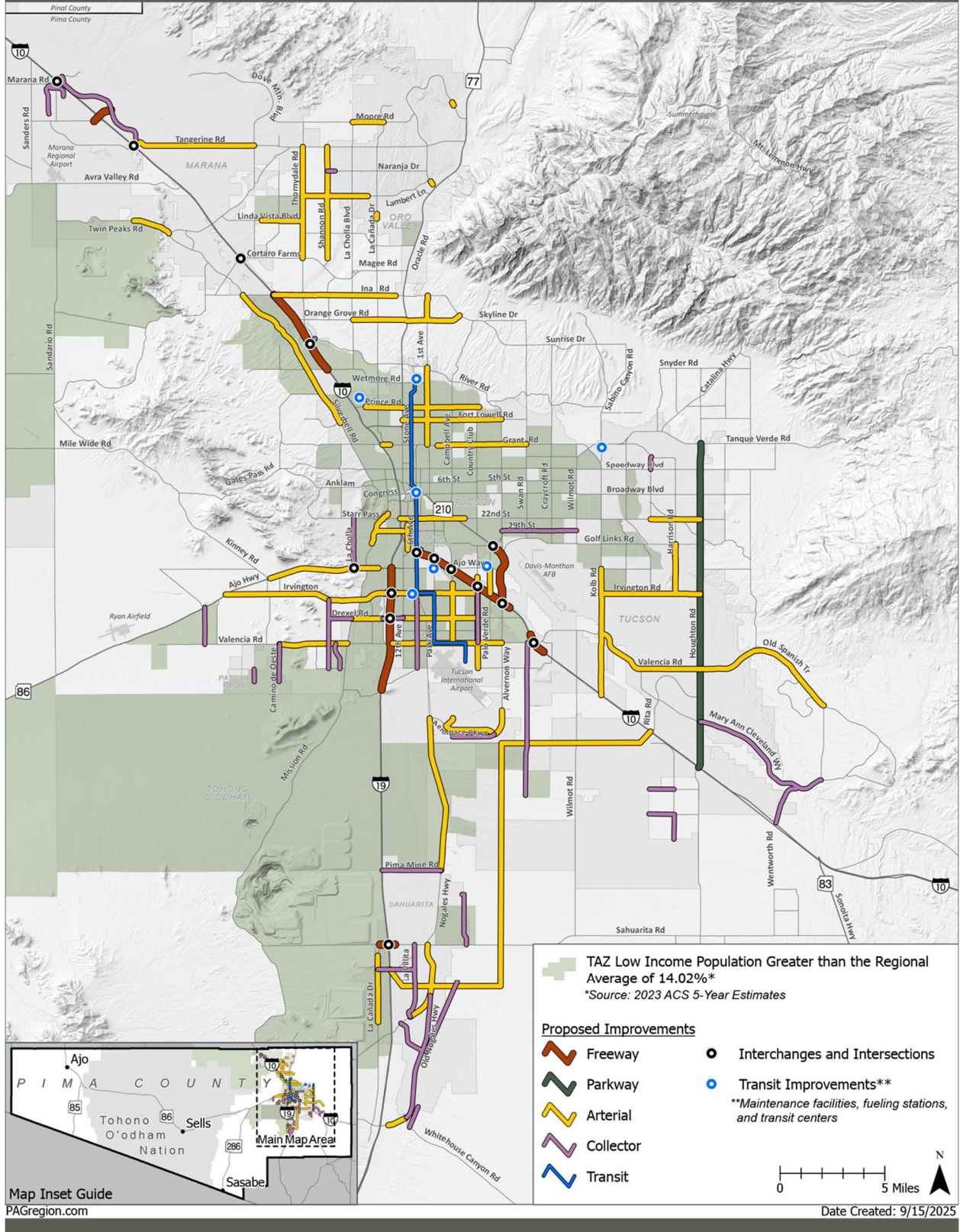
Title VI Analysis - Disabled Population



Title VI Analysis - Population Aged 65+



Title VI Analysis - Low Income Population



Insert Legal Action Item upon RC approval

THIS APPENDIX WILL BE ADDED AFTER COMMITTEE ACTION HAS BEEN TAKEN

APPENDIX K – FHWA/FTA TITLE VI IMPLEMENTATION PLAN CHECKLIST



1801 W. Jefferson St.
Phoenix, AZ 85007

KATIE HOBBS
GOVERNOR

JENNIFER TOTH
DIRECTOR

FHWA/FTA Title VI Implementation Plan Checklist

This checklist details the FHWA/FTA Title VI requirements for a Title VI Nondiscrimination Plan for ADOT subrecipients.

COG/MPO Title VI Requirements for Title VI Nondiscrimination Plan	Yes	No	Comments
1. <u>POLICY STATEMENT:</u> - The policy statement should be signed by the Chief Manager, Chief Executive Officer, or Director of Transportation. - Includes basis of Title VI (race, color, national origin)			
2. <u>STANDARD DOT ASSURANCES:</u> - Signed by head of the Agency: Executive Director, Transportation Director, or Head of the Operating Administration - Include Assurances A, B, C, D, E - Include the Agency's name in the Assurances 23 CFR 200.9(a)(1) , 49 CFR 21.7 and USDOT Order 1050.2A			
3. <u>NOTICE TO THE PUBLIC:</u> - Include the name and contact information of the Title VI Coordinator - Indicate where in the office the notice(s) of the public is located. Example: front desk, lobby, etc. - Includes basis of Title VI (race, color, national origin) - Includes information on filing a Title VI complaint FTA Title VI C 4702.1B Appendix B			
4. <u>DISSEMINATION OF TITLE VI INFORMATION:</u> PUBLIC OUTREACH - Describe your Agency's processes to inform the public of Title VI information, include any tools, techniques, or strategies used to involve and educate the public of the project or Title VI information: - informing the public of the protected basis under Title VI and in turn for the project utilizing the FHWA funds. - Information on how to file a Title VI complaint against a project - Notice to the Public - Include the name and contact information of the Title VI Coordinator			

SUBJECT: Executive Director's Employment Agreement

Meeting	Meeting Date	Agenda Category	Agenda Item #
Regional Council	Dec. 4, 2025	Action	9

At the Oct. 29, 2025, Special Meeting of the RTA Board, a motion was made to task Legal Counsel to craft a contract for the current Executive Director of Pima Association of Governments (PAG) and the Regional Transportation Authority (RTA) that will ensure the long-term leadership of both organizations.

Open Discussion: The Regional Council will review and discuss the employment contract for the Executive Director of Pima Association of Governments (PAG), who also serves as the Executive Director of the Regional Transportation Authority (RTA) of Pima County.

Possible Action: The Regional Council will be asked to approve the contract for the Executive Director of Pima Association of Governments (PAG) and the Regional Transportation Authority (RTA) of Pima County.

Attachment:

- Employment Agreement

DECONCINI McDONALD YETWIN & LACY

A PROFESSIONAL CORPORATION

ATTORNEYS AT LAW

2525 EAST BROADWAY BLVD. • SUITE 200 • TUCSON, ARIZONA 85716-5300
(520) 322-5000 • (520) 322-5585 (Fax)

M E M O R A N D U M

TO: Pima Association of Governments Regional Council
Regional Transportation Authority Board of Directors

FROM: Lisa Anne Smith

DATE: November 25, 2025

RE: Executive Director Contract

In accordance with the direction given at the October 29, 2025, Special Meeting of the RTA Board of Directors, I prepared a contract of employment for the Executive Director to replace the existing contract. The changes from the prior contract to this contract are:

- Contract term extends through December 31, 2026, with automatic renewal unless either party gives notice ninety (90) days prior to the end of the term of an intention not to renew.
- If the contract extends beyond the initial term (past December 31, 2026), the parties agree to negotiate regarding compensation no later than September 30 of each year for the following year.
- Changed reference from “Temporary Full Time Employee” to “Regular Full Time Employee.”
- Clarified that the parties can terminate the agreement at any time by mutual agreement, for cause, or without cause upon ninety (90) days notice.
- Clarified language regarding amendments to the agreement must be in writing.
- Eliminated employment carve-out for Mr. Ortega’s work for HSL Properties.

All other terms, including salary, remain the same.

EXECUTIVE DIRECTOR
EMPLOYMENT AGREEMENT

This Agreement is effective the 4th day of December, 2025, by and between the Pima Association of Governments (PAG) and Michael J. Ortega (Employee).

In consideration of the mutual covenants and promises hereinafter contained, the Parties agree as follows:

I. Term:

This Agreement shall commence December 4, 2025, and continue until December 31, 2026, unless terminated earlier pursuant to Paragraph V, below. This Agreement shall automatically renew on January 1 of each year for a one year term ending on the following December 31 unless either party gives notice 90 days prior to the end of the then current term of an intention not to renew the Agreement.

II. Duties and Authority:

Employee agrees to spend his best effort on behalf of PAG in carrying out his duties as Executive Director and shall carry out all responsibilities described in the job description, attached hereto as Exhibit A to this Agreement, and incorporated herein by this reference. Consistent with A.R.S. 48-5302 (D), and the job description, Employee shall also serve as Executive Director of the Regional Transportation Authority of Pima County ["RTA"]. Employee shall, to the satisfaction of the Regional Council, carry out and perform these duties in accordance with the highest professional and ethical standards, and shall comply with all laws, ordinances, rules, policies and regulations applicable to, established or adopted by PAG or RTA from time to time.

III. Compensation

PAG agrees to pay Employee a salary of Twenty-Nine Thousand Six Hundred Sixty Seven Dollars (\$ 29,667) per month. This amount shall be prorated for any partial months of employment under this Agreement. Employee is not entitled to any increase in pay during the initial term of this Agreement. If this Agreement is extended beyond the initial term, the Parties shall negotiate compensation for any renewal term no later than September 30 of the then-current term.

IV. Benefits

- A. Employee shall be deemed a "Regular Full Time Employee" and shall be entitled to those benefits described in the PAG Employee Handbook.
- B. PAG will provide Employee with those technological and communications devices necessary and appropriate for him to carry out his duties under this Agreement, including a laptop computer and smart phone.
- C. PAG will provide Employee with a parking space in the PAG office building for the term of this Agreement.
- D. PAG shall bear the full cost of any fidelity or other bonds required of the Employee under any law or ordinance.

V. Termination

This Agreement may be terminated at any time:

- upon mutual agreement of the parties,
- for cause by either Party, or
- without cause by either Party after ninety (90) days written notice of intent to terminate.

VI. Conflict of Interest

The Parties acknowledge and agree that Director is former employee of the City of Tucson and, as such, is prohibited in engaging in certain conduct with regard to the City of Tucson in accordance with A.R.S. § 38-504, the terms of which statute are deemed incorporated herein.

VII. Indemnification

Beyond that required under Federal, State or Local Law, PAG shall defend, save harmless and indemnify Employee against any tort, professional liability claim or demand or other legal action, whether groundless or otherwise, arising out of an alleged act or omission occurring in the performance of Employee's duties as Executive Director or resulting from the exercise of judgment or discretion in connection with the performance of his duties or responsibilities, unless the act or omission involved willful or wanton conduct. The PAG shall indemnify Employee against any and all losses, damages, judgments, interest, settlements, fines, court costs and other reasonable costs and expenses of legal proceedings including attorneys' fees, and any other liabilities incurred by, imposed upon, or suffered by such Employee in connection with or resulting from any claim, action, suit, or proceeding, actual or threatened, arising out of or in connection with the

performance of his duties. Any settlement of any claim must be made with prior approval of PAG in order for indemnification, as provided in this Section, to be available. Employee recognizes that PAG shall have the right to compromise and settle any claim or suit unless, said compromise or settlement is of a personal nature to Employee and Employee is a party to the suit.

VIII. Miscellaneous

- A. Employee and PAG acknowledge that PAG has adopted the Handbook and that the specific terms and conditions of this Agreement shall supersede the provisions of the Handbook to the extent that those provisions conflict with this Agreement.
- B. This Agreement shall be governed by federal and Arizona law and venue for any dispute resolution shall be in Pima County.
- C. Should any proceeding or litigation be commenced between the parties concerning the terms of this Agreement, the prevailing party in such proceeding or litigation shall be entitled to a reasonable sum for attorney's fees, to be determined by the court.
- D. This Agreement sets forth and establishes the entire understanding between PAG and the Employee relating to the employment of the Employee by PAG. Any prior agreements, be they oral or written, or discussions or representations by or between the parties are merged into and rendered null and void by this Agreement. The parties by mutual written agreement may amend any provision of this Agreement during the life of the Agreement. Such amendments shall be in writing and signed by both parties and will be incorporated into and made a part of this Agreement.
- E. This Agreement shall be binding on PAG and the Employee as well as their heirs, assigns, executors, personal representatives and successors in interest. This Agreement is intended to express the intent of both parties, and irrespective of the identity of the Party or counsel who drafted it, no rule of strict construction shall be applied against a Party.
- F. The invalidity or partial invalidity of any portion of this Agreement will not affect the validity of any other provision. In the event that any provision of this Agreement is held to be invalid, the remaining provisions shall be deemed to be in full force and effect as if they have been executed by both parties subsequent to the judicial modification of the invalid provision.
- G. Neither the failure nor any delay on the part of a Party to exercise any right, remedy, power or privilege under this Agreement shall operate as a waiver

thereof, nor shall any single or partial exercise of any right, remedy, power or privilege preclude any other or further exercise of the same or of any other right, remedy or privilege, nor shall any waiver of any right, remedy, power or privilege with respect to any occurrence be construed as a waiver of such rights, remedies, powers or privileges with respect to any other occurrence. The acceptance by either Party of sums less than may be due and owing it at any time shall not be construed as an accord and satisfaction.

Pima Association of Governments: Michael J. Ortega:

By:	Regina Romero	Date	Date
	PAG Chair		
	Mayor of the City of Tucson		

Approved as to form:

Lisa Anne Smith	Date
Legal Counsel	

SUBJECT: Request Future Agenda Items

Meeting	Meeting Date	Agenda Category	Agenda Item #
Regional Council	Dec. 4, 2025	Action	10

This item allows Regional Council Members to identify issues, updates, or topics they would like placed on upcoming meeting agendas.

SUBJECT: Executive Session

Meeting	Meeting Date	Agenda Category	Agenda Item #
Regional Council	Dec. 4, 2025	Action	11

Pursuant to A.R.S. § 38-431.03 (A)(3) (discussion or consultation for legal advice with the attorney or attorneys of the public body) and (A)(4) (discussion or consultation with the attorneys of the public body in order to consider its position and instruct its attorneys regarding the public body's position regarding contracts that are the subject of negotiations, in pending or contemplated litigation or in settlement discussions conducted in order to avoid or resolve litigation), the Regional Council will meet in a joint executive session with the RTA Board of Directors for legal advice and possible instructions regarding a Notice of Claim from the former executive director.

Possible Action: The Regional Council may provide direction to the Executive Director and legal counsel regarding the matters discussed in executive session.