

Regional Council Meeting

At or after 12:00 p.m., June 4, 2026

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

Public Access to Meeting Audio/Presentations (if technologically available): [Live YouTube Meeting 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 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 and Roll Call**
2. **Pledge of Allegiance**
3. **Call to the Audience (Remote Access Option)**

Speakers are limited to a three-minute oral presentation, subject to technological availability, and may submit written comments of any length for the Council's files. The Call to the Audience is limited to 30 minutes. Those wishing to address the Council should follow the instructions above under the Special Notice prior to the meeting to specify the topic to be addressed. Individual Council members may respond to criticism made by those individuals who have addressed the Council and may ask staff to review the 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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4. **Meeting Summary Approval**

The Regional Council will consider corrections and may amend the draft meeting summary of March 26, 2026, during the meeting prior to approval.

Action: The Regional Council will be asked to approve the meeting summary of March 26, 2026.

STAFF MEMO	ATTACHMENT(S):
	<ul style="list-style-type: none">• Meeting Summary of March 26, 2026

5. **Consent Agenda Items**

All items listed under the Consent Agenda will be enacted by one motion unless the Regional Council elects to remove an item for discussion and possible action. Staff are available to report on any of these items.

Items a - b: Informational

Items c - d: Action

a. **Program Highlights Report**

STAFF MEMO	ATTACHMENT(S):
	<ul style="list-style-type: none">OWP Monthly Report for March and April, 2026

b. **Contracts and Agreements Report**

STAFF MEMO	ATTACHMENT(S):
	<ul style="list-style-type: none">CAR Report

c. **Simulation-based Land Use Model Development**

STAFF MEMO	ATTACHMENT(S):
	<ul style="list-style-type: none">Scope of Work for the contracted services

d. **Travel Demand Model Software Upgrade**

STAFF MEMO	ATTACHMENT(S):
	<ul style="list-style-type: none">Scope of Work for the contracted services

6. **FY 2025–FY 2029 PAG Transportation Improvement Program (TIP) Amendment #2025.050**

Staff will provide details on TIP Amendment #2025.050 as provided in the meeting materials.

Action: The Regional Council will be asked to approve the amendment to the PAG FY 2025–FY 2029 Transportation Improvement Program.

STAFF MEMO	ATTACHMENT(s)
	<ul style="list-style-type: none">Proposed Formal Amendment No. 2025.050 to the PAG FY 2025–FY 2029 TIP

7. **Federal and State Legislative Updates**

Michael Racy of Racy Associates Inc. will provide an update on development of the federal surface transportation reauthorization bill as well as legislative updates from the Arizona state legislature.

This is an information item.

STAFF MEMO	
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8. PAG Resolution Regarding Regional Funding

Staff will provide details on the proposed resolution regarding regional funding sweeps.

Action: The Regional Council will be asked to recommend approval of resolution 2026-001 to discontinue the regional funding sweeps of state Highway User Revenue Fund (HURF) and federal Surface Transportation Block Grant (STBG) funds once the commitment of the projected \$237,363,000 of non-RTA dollars for Regional Transportation Authority (RTA) Next plan Element 1A projects has been satisfied.

STAFF MEMO	ATTACHMENT(s)
	<ul style="list-style-type: none"> Resolution No. 2026-001

9. Pima Association of Governments (PAG) and Regional Transportation Authority (RTA) Committee Restructuring Proposal

As a follow-up to a request from the Regional Council to review the PAG-RTA committee structure, PAG staff will present for consideration a proposal to revise the overall committee structure and operations of the various PAG/RTA committees and working groups.

Discussion: *Feedback and possible recommendations.*

STAFF MEMO	ATTACHMENT(s)
	<ul style="list-style-type: none"> Chart outlining committee role, name, purpose and meeting schedule Copy of the Committee Restructuring Presentation

10. Request for 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

Executive Session pursuant to ARS 38-431.03 (3) (discussion or consultation for legal advice with the attorney or attorneys of the public body) and (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 pending or contemplated litigation or in settlement discussions conducted in order to avoid or resolve litigation): Status of Moghimi litigation.

STAFF MEMO

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	June 4, 2026	Information	3

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

SUBJECT: Meeting Summary Approval

Meeting	Meeting Date	Agenda Category	Agenda Item #
Regional Council	June 4, 2026	Action	4

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

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

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

For the June 4, 2026, meeting, Regional Council members are asked to please review the March 26, 2026, meeting summary in this meeting packet and submit written suggestions to staff (jontiveros@PAGregion.com) to request amendments 24 hours prior to the June 4, 2026, meeting.

During the June 4, 2026, meeting, the Regional Council may consider suggestions and may amend the draft summary prior to approval.

Regional Council Meeting Summary

Meeting Summary of Thursday, March 26, 2026

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

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

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

Regional Council Members Absent: Chairman Julian Hernandez

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, March 26, 2026**, and is being used as the written summary of the discussion. Minor changes were made to the transcription to include grammar or formatting for clarity, YouTube links/time stamps, spelling corrections and the addition of the agenda number or items based on the posted agenda.

Agenda

1. Call to Order (12:07 p.m.)

[Item #1 Video Link](#)

MEMBERS PRESENT AT ROLL CALL:

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

Mayor Post: Thank you very much. Please stand for the pledge of allegiance.

2. Pledge of Allegiance

[Item #2 Video Link](#)

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

Mayor Post: Thank you very much. Call to the audience.

3. Call to the Audience (Remote Access Option)

[Item #3 Video Link](#)

Mr. Brown: Thank you, Mr. Chair. We have no speakers today.

Mayor Post: No speakers. Then moving right along. Item 4. We're just looking for a motion on this item.

4. Meeting Summary Approval

[Item #4 Video Link](#)

Mayor Winfield: Motion

Mayor Murphy: Second

Mayor Post: We have a motion and a second. All those in favor.

All: Aye.

Mayor Post: Opposed? Motion passes. Item 5.

5. Consent Agenda Items

[Item #5 Video Link](#)

a. Program Highlights Report

b. Contracts and Agreements Report

Mayor Romero: Mr. Chair, I'd like to move the items on the consent agenda.

Chairman, I have a motion, do I have a second?

General Maxwell: Second.

Mayor Post: A motion and a second. All those in favor?

All: Aye.

Mayor Post: Opposed? Motion passes. Item 6. Mr. Ortega.

**6. FY 2025-FY 2029 PAG Transportation Improvement Program (TIP)
Amendment #2025.040**

[Item #6 Video Link](#)

Michael J. Ortega: Mr. Chairman, thank you, and I do have Jamie Brown available to answer questions. Basically, this is a TIP amendment. As you might recall, probably three meetings ago, there was a discussion about 22nd Street

bridge and a shortfall there. We identified funding, our HURF 26 funding amount, which could be used for this project. That money is earmarked specifically for state highways, and so we were able to utilize some of that funding for the on-ramp and off-ramp at the 22nd Street bridge, to make up a portion of the construction cost. We also identified that the State Route 86 wildlife crossing, which is part of RTA 1, had some RTA monies available, and so we were able to use HURF 26 money to swap that. So in essence, taking advantage of that, this is the TIP amendment that does all of that.

I'm happy to answer questions and get into more detail if you'd like.

Mayor Post: Do we have any questions for staff?

Mayor Murphy: Move to approve.

Mayor Winfield: Second.

Mayor Post: We have a motion and a second, all those in favor?

All: Aye.

Mayor Post: Opposed. Motion passes. Item 7. Mr. Ortega.

7. (Federal) Surface Transportation Reauthorization Bill Update

[Item #7 Video Link](#)

Michael J. Ortega: Thank you, Mr. Chairman. So we have invited Mr. Michael Racy from Racy Associates Inc. to come and give a quick overview of the surface transportation reauthorization bill. This is an item that we've been watching closely. Obviously, it impacts a lot of our funding, and I thought that Mr. Racy could provide us with at least up to date information on that. Thank you.

Mayor Post: Welcome, Mr. Racy.

Mr. Racy: Thank you very much. Mr. Chairman, Mayors, everyone. Thank you very much for the invitation to be here. As I think you all know, I spend most of my time, this time of year up in Phoenix, Monday through Thursday, every year at the Legislature. Final week, except for appropriations, to hear bills this week, so an absolutely insane week. Yesterday I was thinking, I don't know if I'm going

to make it. Maybe I'm going to have to call. All of the bills that I'm deeply involved in were heard early yesterday, so it worked out very, very nicely, so I'm really glad I could be here and thank you.

Informal presentation, but feel free after, during to stop for questions at any point. As I think you're all aware ... 2021, the Bipartisan Infrastructure Act was adopted, more formally called the Infrastructure Investment and Jobs Act. A \$1.2 trillion program with five hundred and fifty billion B's here in the federal government in new programs and new initiatives. It had the broadest scope of any surface transportation act in history and added a number of other types of infrastructure. Climate initiatives, alternative vehicles, housing, internet infrastructure, and that was both some of the benefits and some of the curses of the '21 plan, and as we start to talk about the plan, the current plan expires Sept. 30 of this year, 2026.

The new plan is supposed to be in place by that point in time. There's pretty good bipartisan agreement in doing a program of the same size, inflation adjusted. Now, we've had some pretty serious inflation over the last five years, so in real numbers that's going to look like a much bigger number than the \$1.2 trillion number we were looking at in 2021. I'll talk a whole lot more about that because that's really central to what's going to be going on. Just to put some local Arizona political perspective on it, in past years, and I'm going back pretty far, Arizona's Senate and Congressional delegation has always had outsized influence for the size of our state, and we've had a lot of power. And even in the '21 Act, we had some key members up there that negotiated important parts of that. Senator Sinema and others played a big role. This year, we're probably as weak or weaker than we have ever been, but we still have some key members in key positions. Senator Kelly, very influential in the caucus. Maybe not the most liked of the administration and Rep. Stanton, although representing central Phoenix is very sensitive and receptive to southern Arizona issues and really calls down here, I think, to many of you and to me all the time, and then our own Rep. Ciscomani. And each of them sit on key committees and subcommittees. If anyone cares, I can give you the list of those committees, but we've got people that really care. So you may want to think as a region, are there some of these things that are developing in this act that you as a region may want to comment on. And we have so much more influence on them when we talk to them as a region, and I'll point out a couple items as we go on.

Six months left to get to a new program. They are in the agenda-setting phase. There are no actual bill drafts out, so I have no exhibits to show you no paper on

it. The relevant committees have all been meeting for a number of months, and they have had a number of public hearings to talk about a number of elements and directions, and what members would like to see in this plan, and there has been a fair amount of bipartisan cooperation, but we're still at the very superficial level. Hopefully, within a couple months, we'll start to see some paper on this, but you're all students of the political process, and you see how functional or dysfunctional things are these days. A new plan is supposed to be in place by Sept. 30. If not, there will need to be an extension adopted. There's currently, there's still a lot of hope to get there, but there are some really big issues, so I'm going to hit on four of those.

How much money? I've already suggested, but how big is the program going to be? Where does the money come from? That's going to be the single biggest problem in this authorization. What is the money going to be spent on, and how is it going to be spent? Tons of parallels between the feds and the state, so we're talking about the fed today, but I can't help but mention the parallels. We've got a fixed gas tax at the federal and the state levels. It's not indexed for inflation, and just like the HURF, it doesn't keep pace with our state highway needs or our local needs. There is not enough money in the Federal Transportation Trust Fund to fund the program at the current level, much less at a new level. What are the alternatives? Raising the gas tax. The gas price was \$4.50 when I was driving down here for unleaded, and \$5.70 for diesel. There is zero appetite for raising the gas tax.

State and federal. I don't have to run for office, I'll say it ... we have to double both. If we doubled our state gas tax, it would not fully cover inflation. We have 30% of the buying power today that we had the last time the gas tax was changed in 1990, and the federal isn't much better. But I don't see any appetite back there right now to change the federal gas tax. Indexing for inflation really ought to be done in both jurisdictions. Again, I don't see a lot of appetite. That helps down the road, but unless you adjust the base, it doesn't do much of anything for the immediate program. Now, these programs are five-year programs. It would be more than nothing, but not a lot.

Addressing alternative fuel vehicles, being discussed at the federal level as well as the state. Generally, we don't have registration fees for vehicles at the federal level, but there is cost or discussion of a registration fee, an in-lieu fee imputing on electric vehicles what they would otherwise be paying in gas tax, or some other sort of fee structure to get them to start to contribute. It's interesting, among the Republican caucus now in Washington. There's almost a backlash against

electric and alternative fuel vehicles. I've been here where the Republicans in the state and in the federal government were supportive of alternative fuel vehicles, to reduce our reliance on foreign oil and foreign entanglements. Then we came to sort of a neutral place a few years ago. Now, at state and federal, there's a backlash. So there's going to be some interest within some sectors to create some sort of fee that supplements the trust fund. Truth is, while the growth of alternative fuel vehicles is materially impacting collections, that alone is not going to solve the transportation funding problem, but it might be a little piece of it. Indexing might be a little piece of it. For the last five years, state and federal, we've seen backfilling of transportation with general fund dollars. This has blunted the underfunding of the system and reduced the political emphasis for it. For me, someone that's worked in this airspace longer than I want to admit, we don't even have Republican members of the legislative caucus that are talking about increasing transportation funding. And last year in the state Senate, we didn't even have a transportation committee. And the same sort of problems are happening at the federal level, but there isn't going to be general fund money, significant federal general fund money to backfill this Transportation Act. We're running record deficits in the federal government before factoring in any of the impacts of the war in Iran, so how we are going to fund, what's going to be closer to a \$1.3 trillion, \$1.5 trillion project? I don't have an answer, and that's going to be the most vexing part of this.

Then, what's it going to be spent on? There is no doubt the program is going to contract. The scope as I mentioned earlier was wider than it's ever been. It's going to narrow back to roads, bridges, rail, trucking, what the traditionalists see as core infrastructure, but it's not going to eliminate the new things. There are people out there that would simply like to solve the funding problem by eliminating all of the broader scope and believe the rest can be done with efficiencies. That's going to contribute, but it's not going to get us, and I see the gestures among some of you. That's not going to get us there, but there's going to be, after where the money comes from, a very spirited debate on what the money is spent on, and I think you'll definitely see a narrowing, a contraction of what's funded and a heavier emphasis on the traditional transportation infrastructure projects.

And then the last part of it, how is it going to be spent? And the '21 program came in for a lot of criticism because it was so broad and funded so many different things. Albeit at pretty high levels, it didn't complete anything really, really well, and it funded the old style program that wasn't reformed or updated at all, so the final really big picture of this year's Surface Transportation Act, will be

trying to reform that system, and there is bipartisan support in reforming that system. There was enormous frustration across party lines at delays in project delivery in the '21 Act, and I would suggest without going into it, there were in fact severe political consequences for folks because the project delivery was so slow, so we're going to see streamlining of the federal permitting approval. Modification in environmental regulations but with some pushback from folks that'll think that's going too far, and prediction, who knows, but I think you'll see some trade-off with agreements to streamline and modify regulations in exchange for keeping in the program some of the sustainability, resiliency components that we saw in the '21 Act. After that, there are dozens of other things that'll still be considered. Much of it we don't deal with on a day-to-day basis, but the entire rail system and rail automotive automation and new technologies.

Grant versus formula funding, and that's one you folks may well want to think about, and with the federal level it's a little trickier an analysis, but Mr. Ortega and his staff certainly have the ability to look at that. At the state level, this region is always the loser when they deviate from formula funding and go to earmarking, cherry-picking projects, funding with general fund dollars, and that's what they've been doing a lot of the last few years. It's a little different at the federal level, but that's something you should analyze in more detail, and consider as a region talking to our delegation about, along with what sort of project priorities do we have as a region, and I know we've got a lot of differences, but we've got an awful lot of similarities also, and when those three key people, but the entire Arizona hears from this area as a region, it really makes a difference to them.

I'll stop there. I could go into way more detail on any of those, and I'm happy to answer any questions. I know you've got a lot on your agenda today.

Mayor Post: Mayor Romero.

Mayor Romero: Thank you, Mr. Chair. Thank you, Mr. Racy. I really appreciate it. I started to hear your advice in terms of what this Council should do to make sure that we are lobbying as much as possible and getting on the map. The squeaky wheel usually gets the grease, and so what do you recommend that our strategy be to get in front, as opposed to coming at the end asking for what we need?

Mr. Racy: I think, Mr. Chairman, Madam Mayor, I think there are a couple of things you can do based on what we know right now, coming up with a list as a

body, on preferences versus formula funding and grants. Second thing, general regional priorities. Hopefully over the next month or so, I'll start to get some drafts of what they're looking at, and what I discussed a little with the PAG staff is I will start to give that to them on a regular basis, every couple of weeks, whatever it is, and then based on some of those details as we're hearing them, you may well want to weigh in. There are some that are tricky and even for this body is tricky. Streamlining versus modifying environmental rules, so I know that's not easy but not to be too long, but there are environmental rules that have also been very, very burdensome at times for this region. I was actively involved, and now longer ago than I can remember, but in the extension of River Road, and we had the money, but it was delayed for two years because it clipped 50 feet of a parking lot of a county park, and that 50 feet didn't eliminate any parking spaces that weren't available, didn't impact on any of the playing fields. We took two years, and I'm talking a corner as big as this corner of the room. Two years trying to get that modified and, in the end, we just redesigned the road and moved it, which was tricky. There was a well involved and other things. That wasn't serving any worthwhile purpose for anyone. There was no opposition to it, and there was no way to waive it, so there is room to do a whole lot better, so commenting on some of those things with a little more detail.

Mayor Romero: Then you said it would be better for us, for southern Arizona, for formula funding versus grant funding. Can you explain a little more?

Mr. Racy: Mr. Chairman, Madam Mayor, I know that's true for state funding. I have not ever really looked at how we balance formula versus grant funding, but I think you've got some folks that have and can analyze that, but in years past, I know we did better under formula funding. I used to work with Sen. McCain and every time we had a surface transportation authorization, there'd tend to be a lot of earmarked projects. He refused to let any earmarked projects come to the state of Arizona, and I had enormous respect for the man, but he would not entertain it at all, and it's not as if that money went into the broader pot to be distributed to us. They genuinely took those dollars and distributed it to other states, and I suspect some of those numbers may be the same way now.

Mayor Post: Board Member Maxwell? Board Member Heinz?

Supervisor Heinz: Thank you, and it's good to see you. Thanks for being here. So, at the end of January, we heard from our Mexican friends about some rail projects, passenger rail projects, port improvements and enhancements that they're going to be doing, and I think as a region we need to be advocating for

that as much as we possibly can, because it makes a lot of sense for, frankly, the state, the country, on both sides of the border. During a National Association of Counties conference in D.C toward the end of February, I did sit down with staff from Mark Kelly's office, as well as briefly Sen. Kelly himself, Ruben Gallego's office, representatives, Congressman Stanton's staff. He is on foreign affairs as well as transportation, I think. So that puts him in a place where that makes a lot of sense, and actually Congressman Ciscomani, his staff, but he actually came out of a meeting to spend some time chatting with me as well, and he's our only appropriator. Is that right? He's on appropriations and on the transportation subcommittee. Right, and of course I sat down with Congresswoman Grijalva as well, and all of the meetings were very positive. I know it's pretty early but it seems a good time to make sure that looking at the corridor, that's already kind of approved for rail from Tucson down to Nogales and gets included in something from a, like, funding standpoint and like, just to move that along to the best of our ability. I'm curious, what would your recommendations be in terms of this entity or us individually, or in terms of helping to move those kinds of projects along, because they are multi-year projects, and the goal for Mexico is to have passenger rail connecting Mexico City to Nogales, Sonora, by 2030.

Mr. Racy: Mr. Chair, Supervisor Heinz, just recently, there's been more news about the project and progress in Mexico. Long term, gigantic benefits for the state of Arizona. I think within this room, that's widely recognized. Politically, I'm going to be candid and honest. It's challenging at the federal government right now. Your actions, your meetings, I think are very valuable and continuing. I think for the association you need to prioritize that relative to other things, but it's certainly something that you could mention to them. It's not a favorable administration for trade and interaction with Mexico at this point. Again, I've done this a long time. I'm going to speak candidly, but I'll be flip. There are people in the administration that will fund a train that runs one direction to pick up the people they don't like and drop them in Gold Canyon.

Supervisor Heinz: Well, that's still rail ... Grandma taught me to say something nice about anyone. Yeah.

Mr. Racy: This is more than a single surface transportation act, these are what our country ought to be getting back to, generational projects are the interstate system and rebuilding the infrastructure of this country, and components. Our foreign trade with Mexico, with Canada is critically important for the U.S. economy, and we have to have infrastructure to do that, and rail has to be a part of that. We're a little editorializing there. I hope that's all right, members. I'm

sorry.

General Maxwell: Yeah, Michael, appreciate the update, especially on the federal one. The feds have always taken a long time to get a reauthorization. It's just not a priority. Infrastructure unfortunately, doesn't pull very sexy, and it's generally down until you need it, and then you demand it, so I appreciate you keeping us informed on that as well as it's something that I think we as a region, as a regional board can speak to, the federal side of it, on the things as we see them go through what we'd want. I'm going to take a little different stab at it with you on the state because there is an appetite at the state Legislature. Thus far this year, we've had several meetings with over 20 individual legislators in the room from both parties, from some of the more extremes in the parties.

There's a Republican member of the House who is a member of the Freedom Caucus, and he has stood up and said publicly that the HURF funding needs to be increased between \$600 million and \$1 billion, and it will still be short. What there isn't is a consensus on agreement of how we can get there, and I think the only chance we've got, and everybody knows it's not going to happen this year, so we've been pushing the collaboration in these meetings and trying to build a group of legislators because nobody's going to want to do it right before an election. So we're targeting next year to really get these conversations to a point of potentially introducing something at the Legislature.

The fact of the matter is, the gas tax you said 30%, we say 37% at the State Transportation Board of the buying power from 1991, so it has to be addressed, but it's also the efficiencies in the vehicles that are bringing in less money, and if you look at the percentage our VLT has easily become the largest percentage of funding we have into the HURF funds where it used to be the gas tax. The alternate for vehicles is a possibility. There are about five other processes that states in the United States use to collect funding for their infrastructure. Now, unfortunately, we're going to see one of them on the ballot this year that's going to eliminate or not allow us to consider vehicle miles traveled if it passes.

Well, every tax for infrastructure is a vehicle miles traveled. I could argue that a gas tax is a vehicle miles traveled tax, so it doesn't make any sense. Hopefully, there will be some support not to let that get through, but I do believe whatever the solution is going to be, it's going to be a group of alternatives. You may see something on the gas tax, something that the Legislature can stand. You may see something on the alternative vehicles, fuel vehicles that the Legislature can stand, but there's a ton of different ways, but we've got to get the trucking

industry and all the different industries that make their living on our roads.

The reason the RTA was so important for us is the money that we've got available at the state Legislature in the state system to fund investment and expansion or improvements is almost nothing. Everything, every dollar is going to the maintenance and preservation of the roads, 83% of our state highway funds go toward preservation of those roads. Thus, the Legislature and Rep. Biasucci, who's been at all these conversations and realizes we need to fix it, was one of the first ones to figure it out. They're doing it by direct budget apportionment, and I think there's roughly 28 bills for roads and improvements, all in rural, because the Casa Grande Accords, define how we signed this up, all in rural counties because we think we were going to be in trouble. They're in worse shape than we are. So they're learning that they're fighting with each other on who gets to fund their projects and not, and that's only if you're in the majority party. If you're in the minority party you're not going to get any road projects, so I think everybody realized that it has to be done, and as we roll those ideas out, if we could come to consensus among ourselves, diverse views on this stuff, and then make those statements, I think would help in the state Legislature as well, but to me that's way more important than the federal one. The feds will fund it to some level, not as much, but the state one we have to solve because it's in a bad place.

Any thoughts on that?

Mr. Racy: Mr. Chairman, General Maxwell, when I was asked to come down, it sort of varied between state, combined state and federal, and federal, and I in fact had exhibits for state, but the final agenda item, it was federal. But, everything you're saying is exactly right, and even a few more details. We have not sold any additional gas in the state of Arizona since 2017. Our population has grown 13 %, but alternate fuel vehicles and increased efficiencies is keeping the fuel sales level of a fixed gas tax, so it continues to erode, and I have an amazing chart put together with the County Supervisors Association that I'll send over, or if you invite me back to talk about that, we'll talk about that.

We have two or three bills that are tinkering at the fringes to add a little to HURF, but at the same time and why I'm a little more frustrated, we've got the majority leader running a bill for a gas tax holiday in the Pinal and Maricopa region for the summer. She's running another bill saying they should repeal the federal gas tax, so we do not have the kind of legislative leaders we used to on this. Maybe we get there. Sadly, in the Legislature, it requires a two-thirds majority. Whatever

happens in November, no one's going to have a two-thirds majority, and a proposition from a couple of years ago now requires that any increase in the gas tax passes by 60%, not 50%.

What you all did on the RTA was critically, critically important, and down the road, you may need to review doing even more there. We're one of the only counties that has that ability and flexibility, but, yeah, there's a train wreck that was a slow-motion train wreck that is really accelerating at the state because of inflation, because of adoption of alternate fuel vehicles. Maybe it slowed for a year or two. It's going to pick back up. We're going to have to do something. We can't fund maintenance of our system with the existing funding, much less growth, expansion, safety improvements. I could go on and on. I know we're limited on time. Have me back any time, and we'll talk a lot about the state.

Mayor Post: Board Member Romero and then Board Member Heinz.

Mayor Romero: Yeah, definitely we should invite Mr. Racy back for updates for both federal and state. He did mention for PAG to start putting together a list of priorities for funding, and I think I differ a little bit with Board Member Maxwell. I think formula funds in this day and age are going to be better for southern Arizona. The City of Tucson and Pima County, I know, have been successful with winning several grants in a different administration, so I think in this day and age, formula funds will be more secure, so if we can, Mr. Chair, move towards a direction, I don't want to give a motion or anything like that, but move towards a direction of creating those lists and putting together our preferences as a Regional Council, so that Mr. Racy and ourselves have some paperwork to show our congressional delegation.

That these are the priorities of southern Arizona, or at least Pima County as a region, when we do meet with them. I'm lucky to be able to visit with our senators and our congressional delegation members, and so when that happens, I think we should be ready in terms of priorities. Are there timelines, like do we have to have it like next month or are there any timelines that we...?

Mr. Racy: Mr. Chairman, Mayor Romero, I think you're fine over the next month to month and a half, but if you can start to get some things that we can send to at least our delegation, these key people but probably the whole delegation, that timing would be good. It is anybody's guess if they stay on track or not. Again, you all see what's going on at the federal government these days, but there is a deadline, Sept. 30, the hearing process will be coming up, and the more you can

give our members, they really appreciate that kind of input, and there are some of these things that go even beyond our boundaries.

I formally represented Santa Cruz County. I do work with the others. They all, I think, benefit more from formula funding. I just hadn't gone through it, then the earmarks. Even under this last program we did very well in some areas, broadband and a variety, not as well in others.

Supervisor Heinz: Awesome, thank you. This is going to deviate a little bit, but I was a legislator for four years from 2009 to 2013, as you know, and as I said to the acting chair, actually it was Andy Biggs, of the Appropriations Committee in a particularly contentious meeting, you get what you pay for. And I guess, is there any hope that we will be able to professionalize the Legislature? They get \$24,000 a year plus a per diem. I know this doesn't sound very transportation or infrastructure, but this is incredibly, incredibly important that we have a professional group of people doing this work for us, and I'm just curious, will we see on the ballot this year a way to do what frankly the Tucson City Council did, which was to align with county supervisor pay compensation as opposed to \$20,000, \$50,000 more, whatever. It was just, hey, we already paid this group of elected officials one thing, let's have it aligned for this municipality. The people passed it by like 200 votes or something or 300, but that seems like a fair way to approach things to professionalize our Legislature at the state level. I'm just curious if there's going to be an opportunity for us to do that this fall.

Michael J. Ortega: Mr. Chairman, I'm going to suggest that Mr. Racy can certainly answer the question, but we need to stay to the federal level at this point. What I will do and commit to you is I'll bring back a state and fed item for you and for discussion on where we can talk about the state and the federal, and I apologize that it didn't occur to me to do that because I know this is really hot on everybody's mind right now, but Mr. Racy, if you don't mind, you can answer the question, but then after that I think we should stay focused on the federal side, at least the way it was agendized. Thank you.

Mr. Racy: Mr. Chairman and Supervisor Heinz, and even my schedule after next week gets more flexible, so I'm happy to come back whenever you'd like. There is a House or a Senate concurrent resolution to put a significant salary increase on the ballot brought forward by Sen. Kavanaugh. There is some polling out there that shows our Legislature is polling incredibly poorly these days, and when this question was asked by good polling companies, there was about a 28% receptiveness to a legislative salary increase. Now, the approach of the mayor

and the City of Tucson was brilliant, and when they polled, indexing it to another office like the supervisors, it went way up. It still didn't get a majority but it went way up, so an extremely fascinating approach, and just because I'm creative, I will tie it back to our theme of transportation, maybe not federal. Sen. Kavanaugh has pushed his initiative because he said there has been no increase in legislative salaries since 1990. We have to do this, and I've met with him repeatedly and said, "Sen. Kavanaugh, there has been no increase in the gas tax since 1990, refer them both." Zero.

Michael J. Ortega: Mr. Chairman, for future meetings, I will bring back an item on state and federal legislation and how we all can chat through it. In the meantime, what I'll do is send out a note to all the jurisdictions asking them for their regional thoughts or regional priorities, just based on having to get that back to Mr. Racy and his team within the next 30 days. Unlikely that I'll be able to bring this back to you in time for you to weigh in on it, so I'll suggest to the staff that they run that through you. I will just compile all of it and then just send the whole list up and I'll copy you with that when that's transmitted, so I just wanted to give you a heads up that we can do that. Thank you.

Mayor Post: That sounds good. Thank you very much, Mr. Ortega. Any other questions for Mr. Racy? Thank you very much.

Mr. Racy: Chairman, members, thank you very much. It was a pleasure appearing before you today.

Mayor Post: Thank you. Item 8, Mr. Ortega.

8. Regional Safety Coordination

[Item #8 Video Link](#)

Michael J. Ortega: Mr. Chairman, since we are a little over time now, I'll just give you an overview of this and, in essence, this is just a follow-up to put this and keep this on your radar. So if you recall, one of the elements was a safety, ADA and active transportation element within the RTA Next plan. We have tremendous amounts of data within the PAG organization that your organizations can use and can inform some of the conversations around safety. We will be the clearinghouse, and we can certainly assist and help with that. Ultimately, I will tell you that there's two components to that element. One of them is the data which we have available, and we'll share that with you, but the second is public

feedback or input. That's where you all come in, and so as we allocate those dollars and we start doling them out if you will, there's an opportunity for you to go through whatever process you'd like to within your jurisdictions to make sure that that component is in fact addressed as we go forward. Mr. Chairman, we do have folks here that can answer questions, if you have any questions. But basically it was a reminder and just an update that we are working with your jurisdictions to make sure that we are in a coordinated effort. Thank you, Mr. Chairman.

Mayor Post: Do board members have any questions on this particular item? Hearing none. Who had one? Oh, I'm sorry. Board member Heinz.

Supervisor Heinz: I guess more about just a statement because I also happen to represent the supervisors on the Board of Health, and this has been an issue, specifically safety, so reducing car crash-related fatalities and serious injuries is now a focus of the Pima County Health Department's updated community health improvement plan, based on last year's community health needs assessment that was conducted. So I just hope that we definitely look at very seriously, as the staff memo says, corrective actions at the project level and appropriate improvements at the program level as they note to ensure that we apply evidence-based solutions to all of our projects surrounding us to increase safety and reduce harm for our residents.

That is definitely now a major priority for the health department and therefore for the county.

Mayor Post: Thank you for those comments. Any others? Hearing none, we'll move on. Item 9. Mr. Ortega.

9. Pima Association of Governments' (PAG) and Regional Transportation Authority (RTA) Committees

[Item #9 Video Link](#)

Michael J. Ortega: Thank you, Mr. Chairman. So at the last meeting, you and all had asked that we look at the committees and the committee structures. We have provided that to you. It's in your packets. Just very simplistically, I think that there's an opportunity to really revisit most of those committees and really challenge ourselves to say, "Hey, are they doing what we need them to do?" And are they bringing value in terms of the delivery of the services? All inclusive, not

just RTA, but also the PAG services as well. So, a couple things ... I'll be sending you a note about the CART Committee that's under the RTA. Those members' terms expire on June 30. I'll need some reappointments there. Just to refresh your memory on that, it's now a 15-member committee, eight from the jurisdictions, seven at large; four need to reside in the city of Tucson, four of them will have specific expertise that is listed, and I'll get all that to you. So as an example, we need to reconvene that or reconstitute and make sure that we get that going.

There are other groups like the Wildlife Linkages Working Group, which has been dormant for quite a while. We need to refresh that. It's not even listed here, but we need to refresh that and say, "Hey, let's have a conversation around that," and so those are the kinds of things that I see us doing going forward.

I'm trying to gather you all for a retreat, and if we can find a date eventually maybe in the next year or so. This is one of the topics that I'd like to get into with you and go through and dissect and make sure that we are all on the same page in terms of what your expectations are of those committees so then we can convey to them what your thoughts are. I have had requests for review of bylaws of committees. Happy to do that, but I think the first order of business is for you all to identify and decide if the committee structure as we've got outlined are in fact the direction we want to go in. So we gave you a list of the committees. We also gave you a list of the members of all of the committees. They're all listed there for you.

Like I said, I'll be sending you a note. The CART Committee is the one that we need to really focus on because that is starting July 1, and we want to hit the ground running, so Mr. Chairman, Sheila and I are available to answer any questions if you have any, happy to do so.

Mayor Post: Are there any questions for this item? Board Member Romero?

Mayor Romero: Yeah, we have had conversations previously on the committees and their reporting structure and also us putting them to work. Right? A lot of the committees were dormant. They were not advising the Regional Council, and what we noticed some time ago, and I had mentioned that at this table here before, is that the committee fact sheet states that the PAG Management Committee makes recommendations to the PAG Executive Director, and previously the Management Committee made recommendations directly to the PAG Regional Council. I really want to make sure that we go back to the

previous language that we change the fact sheet to reflect that we would like the Management Committee to make recommendations to the Regional Council.

Michael J. Ortega: Mr. Chairman, as you recall, Madam Mayor, as you recall, part of the RTA restructuring when we went through that we actually changed the TMC in the Administrative Code, as well as the CART, to be advisory directly to the Board. The old language was to the Executive Director, so we're going through that exercise now. And so what you see there is some dated language. But the spirit and intent is for those advisory committees to be advisory to you, and the staff certainly can provide feedback and thoughts to you in those sessions, but clearly I want to make sure that particularly the citizens groups, like the CART, has an advisory role to you directly with no filter, and so that's really been the spirit and intent.

It's been codified in the Admin Code, and so it's memorialized now. I think we're solid there. We just have to go through the rest of these now.

Mayor Romero: Are we moving in terms of the Management Committee as well?

Michael J. Ortega: All of it.

Mayor Romero: I think that it's even though all the committees are going to have direct communication with the Executive Director, they're really citizen advisory to or technical advisory to the Regional Council or the RTA Board, and that's how it should go back to. One of the other issues that the City of Tucson had previously indicated we were not comfortable with is that, in the past, our technical experts on the Transportation Planning Committee, as well as on the TIP Subcommittee, were not allowed to make programming recommendations to the Board about RTA funds. I just want to make sure that our staff who have the best understanding of the projects, 100% of the time more than I do, I want to make sure that our staff can schedule at the meeting level the issues that they need to talk about. So in order to be able to do that, they need to be able to add items to the agenda when they're having their subcommittee meetings or committee meetings, to be able to recommend to the Regional Council and the RTA Board.

Michael J. Ortega: Mr. Chairman, thank you Mayor Romero. So I think I mentioned before most all of the committees, and the only reason I say most all because I don't know every single one of them. The agendas now include future agenda items that the staff can bring up or the committee members can bring up and have on a future agenda, so I think that addresses that. Keep in mind I do

want to point one thing out. The Technical Management Committee and the Management Committee, they have subcommittees, and so those subcommittees would obviously filter back through those we'll say, main committees, to come to an advisory role to the Regional Council or the RTA Board. By and large, the ones that I'm focused on are those that have the strong citizen component, to make sure that you are getting information directly from those committees.

Mayor Romero: Then the last comment is the EPAC committee. We should be empowering the EPAC committee to be more meaningfully engaged in regional, environmental or climate resiliency initiatives. For example, the EPAC was completely sidelined and ignored, and they were unable to make recommendations for programming the Carbon Reduction Program funds that we had received under the Biden administration, which were in the tune of millions of dollars. I think it was \$11 million. And they were never consulted to make recommendations for carbon reduction or air quality or climate action funding.

Just want to make sure that we are reversing that trend that had been happening of not consulting the experts as well, and I completely hear you that we want to make sure that the citizens oversight, and all the citizens advisory committees have very clear advisory roles with us as well. But the technical committees, the engineers, the environmental, public health. all these experts that make up our committees to advise us, also have the ability to advise the Regional Council on these types of issues.

Michael J. Ortega: Mr. Chairman, thank you, Mayor Romero. Around this table, we like engineers, so we think they're pretty amazing.

Mayor Romero: You all have your purpose.

Michael J. Ortega: Yeah, we have our purpose. Yes, we do. The EPAC, in particular. I think you saw at one of the previous meetings the actual, I believe, call it work list for the coming year and some of the things they want to focus on. But you also have seen a difference in the Carbon Reduction Program funding as well, and the approach to that was very open, very collaborative. I don't recall that we went directly to the EPAC for their opinion or their thoughts on it, but it was very open with the jurisdictional partners, most of which also sit on the EPAC, so the idea is to be as open and transparent in those conversations as possible.

I think you'll see over time that restructuring will help with that, and so, I appreciate those comments because we'll make a note of them. We'll make sure that we address them as we go forward. Thank you, Mr. Chairman.

Mayor Post: Thank you. Board Member Maxwell.

General Maxwell: Hopefully, Mr. Chair, this will be just a quick question. So one of the questions I've been asked more in the last two weeks than before is, with the desire to ensure we have accountability under the next RTA, how do people apply for the at-large positions of the CART? They know they can go to their municipalities and see if they can, but if they want to be one of those seven at-large members, how can people go about doing that?

Michael J. Ortega: Mr. Chairman, great question, so what I'm proposing is that we'll let you know that we're going to send out a solicitation, and we'll publicly post that or notice that and let folks know. We'll give that to you so you can send it out to folks as well, but the idea and the intent is that folks would send in a letter of interest, which then we will present to you all, and then you'll make a decision on those seven at-large positions.

General Maxwell: OK. Mr. Chair, thank you. Mike.

Mayor Post: Anybody else? Hearing none, moving right along, Item 10.

10. Arizona Department of Transportation (ADOT) 2026 Safety Performance Projections

[Item #10 Video Link](#)

Dr. Hyunsoo Noh: Mr. Chair and members of the Regional Council, it is my pleasure to introduce Dr. Amirul Rajib. Dr. Amirul Rajib is the Safety Program Manager at ADOT, where he leads States Highway Safety Improvement Program, Strategic Highway Safety Plan and Arizona Safety Circuit Rider Program. He's a licensed professional engineer, and a certified professional traffic operations engineer. Dr. Rajib earned his Ph.D. from ASU with a focus on sustainable infrastructure. He is here today to provide an update on the strategic safety performance projections and targets, and to recommend adopting the state safety projections and targets for the PAG region.

Floor is yours, Dr. Rajib.

Dr. Rajib: Thank you so much. Good afternoon, everyone. This is Amirul Rajib, I am the Safety Program Manager with the MPD division at ADOT. Today, I'll be presenting the Arizona Safety Performance Projection Targets for the year 2026. Next slide, please. So the safety performance targets is developed through the FHWA, which is the Federal Highway Administration-required criteria, so this is a requirement from the FHWA that every state should develop the safety performance projections for each year, and the development should have five criteria, so these are the number of fatalities, number of serious injuries, fatality rate, which is a per hundred million vehicle miles travel. Serious injury rate which is similar to the fatality rate as a per hundred million vehicle miles travels, and the number of non-motorized fatalities and serious injuries. The non-motorized fatalities and serious injuries are the number of vulnerable road users, fatalities and serious injuries. So these are the 5 values we have to come up with the targets for year 2026. So before we dive into the 2026 numbers, I am to give you an overview, how does the data look like for the year 2024. In the year 2024, the fatalities decreased by 6% from year 2023. It reduced to 1,229 compared to 1,308. Also, the serious injury decreased by 5%. It reduced to 3,582 compared to 3,786.

In year 2024, the non-motorized fatalities, which is the vulnerable road user fatalities decreased by almost 3% which is 307 compared to 317. However, the non-motorized serious injury increased, while the fatalities decreased for the non-motorized category, but the serious injury increased by 6% which increased to 595 compared to 561. Also the statewide vehicle mile travel decreased 6.87% from 2023 to 2024, and this data was obtained from the ADOT extent and travel reports, so these are some previous data for the year 2024. Now we'll move forward with the target for the year 2026. Next slide, please.

So here's the little background how we come up with the values or the targets. It was said that annual targets were set based on a reduction of 20% by 2030, so this was the target, like the base year is 2023, and by year 2030 we should see a 20% reduction of data of fatalities and serious injury data compared to year 2023. So this supports the Arizona governor's office and the 2024 ADOT strategic highway safety plan goal. With this methodology in year 2023, the crash, the fatalities was 1,308, and our target to reduce this by 20% which is resulted in 1,046 by year 2030, so these are the targets that we are planning that we should see a 20% crash reduction by the year 2030, and the total number would be like 1,046 for the fatalities.

For serious injury with 20% reduction by year 2030, it should be 3,028, and number of non-motorized fatalities and serious injury we could see a 20% reduction, which account for 702 crashes compared to 878, so these are the target methodology that it supports the governor's office of highway, and it is taken that we should reduce crashes by 20% by year 2030. Next slide, please.

So here is the estimation we did ourselves, the calculation, so if you see the year 2026, the number of fatalities, our target is not more than 1,194 and the 5-year rolling average is 1,264.8. The FHWA actually wants the report or the values, the previous 5-year rolling averages, not the actual value which is 1,194, but the FHWA wants the target is the 5-year rolling average, which actually the target is like 1,260 or so, so state of Arizona should see not more than 1,264 crashes in the year 2026.

That is the target, which is the 5-year rolling average for the fatalities, and now if you go to I think the middle column, which is the fatality rate in the year 2026, it says 1.52, the fatality rate should be this value. However, the reporting value which is the 5-year rolling averages value, it is 1.645, so this is just a one slide of how we calculate the data. But I have some historical value I will show in the next slide, but this is just to give you an idea like how we calculate the data. The base year here is 2023, which is 1,308 fatalities and our target in year 2030, we should see the crash not more than 1,046 in fatalities, so next slide, please.

This is historical data from year 2010 until year 2026. We see in 2026, the actual target we want, the fatality should not be more than 1,194, but which the 5-year rolling averages gives us the value higher than the actual value, which is 1,264, so with respect to the FHWA guideline, our reporting value is 1,264 so that our target is the 5-year rolling averages value should not be more than 1,264 in the case of fatalities. We have another four criteria, so this is the fatalities historical value. Next slide, please.

This is the fatality rate historical value from year 2010 to year 2026. In year 2026, the 5-year rolling averages value is 1.645. This is the target. The rate should be less than 1.645 in year 2026. Next slide, please.

Yeah, this is the number of serious injury historical values for year 2010 to 2026. In 2026, the 5-year rolling averages value is 3,671.4, so this is the target. The serious injury rate should be less than this value with the 5-year rolling averages value. Next slide, please.

This is the injury rate similar to the fatality rate is historical value from 2010 to 2026, and this is like the target value is 4.756 which is the 5-year rolling averages value. Next slide, please.

This is the vulnerable road users or you can say non-motorized fatalities and serious injuries, so that is the combined value of fatalities and serious injuries from year 2010 to 2026. In year 2026, the actual value should not be more than 803. However, the 5-year rolling averages value is higher than this, which is 862.8, so these are the five criteria we should report to FHWA. Next slide, please.

This is just a summary what I have presented already. These are the values we should have not more than this value. These are the target for year 2026, so if you see in a glance that the target value which is the far right column, number of fatalities should not be more than 1,264 which is the 5-year rolling average value. Rate of fatalities should not be more than 1.645. Number of serious injury should be not more than 3,671. Rate of serious injury should not be more than 4.756, and the number of vulnerable road users or fatalities and serious injury should not be more than 862.8, so these are the values ADOT came up with, and we distributed these results to all the MPOs to add up these values. Next slide, please.

So here's some literature that MPOs choose to set separate projections. That means if they want to develop their own, they can do it, so if they want to do separately their own, they must report the vehicle multiple estimate used and the methodology to develop this estimate, and they should maximize use of highway performance metric system data when preparing estimates. So projections or these targets are reported to ADOT and made available to the FHWA upon request if the MPO chose to develop their own. MPOs established targets 880 days after state, so the state typically develops this the end of August and the MPO has six months to develop their own or adopt ADOT developed values.

MPOs targets are not included in the assessment of whether a state made significant progress toward meeting its target. However, if the MPOs choose to develop their own, that's fine. If not, ADOT recommends adopting a state safety performance projection target, so we actually recommend them. ADOT developed values so that they don't need to develop their own, and if MPOs choose to adopt ADOT numbers, they should send us a confirmation email or confirmation letter depending on if they want to adopt in perpetuity or not, so next slide, please.

Here are some available resources if you want to see the number of crashes or serious injuries. There is a crash facts link on ADOT public websites. You can go and download the crash data. Also, if you want to see the FHWA safety performance guidelines or the previous historical data, you can go to the FHWA website, so these are some resources you have. Next slide, please.

Yeah, I think this is the end of my presentations. Now it's open for questions or discussion. I will be happy to answer if you have any questions or any suggestions.

Mayor Post: The board have any questions?

Michael J. Ortega: Mr. Chairman, if there are no questions, staff would like a motion to accept the ADOT safety performance projections in perpetuity. The reason for that is we're the only ones in the state that don't do that. We've been bringing it to you every year. I'm happy to bring reports to you, but if you don't mind, this would be one where I think we should follow everybody else in this case.

Mayor Winfield: Motion to accept.

Mayor Romero: Second.

Mayor Post: We have a motion and a second. All in favor?

All: Aye.

Mayor Post: Opposed? Motion passes. Thank you very much.

Dr. Rajib: Thank you.

Mayor Post: Item eleven. Future agenda items.

11. Request for Future Agenda Items

[Item #11 Video Link](#)

Mayor Post: Hearing none, motion to adjourn, so moved.

12. Adjournment

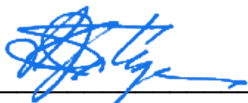
[Item #12 Video Link](#)

Mayor Post: We are adjourned.

The meeting was adjourned at 1:14 p.m.

CERTIFICATION

I hereby certify that the foregoing is a meeting summary of the Pima Association of Governments (PAG) Regional Council meeting held on March 26, 2026. 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: [Recorded Meeting \(YouTube\)](#)

SUBJECT: Program Highlights Report

Meeting	Meeting Date	Agenda Category	Agenda Item #
Regional Council	June 4, 2026	Consent Information	5a

REQUESTED ACTION/SUGGESTED MOTION

This is an information item.

ASSOCIATED OWP WORK ELEMENT/GOAL

Overall OWP.

SUMMARY

Program highlights are included in the attachment for March 2026 and April 2026.

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

March 2026

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.

- Continued preliminary planning for the next RMAP, which will have a robust public involvement component.
- Presented information about RTA Next at four events/presentations reaching over 210 individuals. Events included tabling at community events throughout Pima County, presentations to various organizations.
- Developed and shared educational information about RTA Next specific to different nonprofits, HOAs, and other stakeholder groups to reshare through their networks (prior to March 10, 2026).
- Developed and shared post-election information including Pima County election results and next steps for RTA program implementation (post March 20, 2026).
- Continued coordinating with the GIS department to develop a public-facing web map that will accompany the microtransit report for the public to better understand and interact with the data.
- Posted the final Transit Feasibility Study for Picture Rocks and Vail on the project webpage and notified stakeholders.

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

- Maintain the approved 2055 RMAP, which is available on the PAG website. The 2055 RMAP was adopted by the Regional Council on July 31, 2025.
- Coordinated with the project consultant to complete the Transit Feasibility Study for Picture Rocks and Vail. This appendix to the main microtransit study will support future RMAP development efforts.
- Continued preliminary discussions for planning the next RMAP, including a project schedule and evaluating performance measures and discussing a methodology for project scoring to help inform project selection for the plan.
- Prepared to present an updated RMAP amendment procedure to the Transportation Planning Committee in April. Updates are based on discussion and comments received by members at and following the presentation at the February meeting.

Anticipated Product 40.3: Pedestrian and bicycle count program activities

- Gave a safety-related presentation to the Tucson Pima County Bicycle Advisory Committee, covering aspects of the PAG bicycle and pedestrian count and associated safety trends.

Anticipated Product 40.5: Annual 5310 Program Ranked Project List

- 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.
- Supported regional subrecipients with information pertinent to key milestones for preparing for the FY27 grant cycle for FTA Section 5310.
- Facilitated discussions on potential strategies to coordinate with paratransit agencies to include proposed projects, such as a regional Transportation Referrals, Information, Providers and Support (TRIPS) Coordination Center in 2026 and a voucher program in 2027.
- Applied for specific projects for mobility management, one of which is a regional Transportation Referrals, Information, Providers and Support (TRIPS) Coordination Center.

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

- Posted the major update to the PAG Coordinated Public Transit - Human Services Transportation Plan to the PAG website and submitted a link to the plan to ADOT.
- In alignment with accessibility and rider support referenced in the coordinated plan, explored accessibility services and enhancements for those who are blind, have low vision or are part of the deaf community. This includes potential enhancements to driver training, partnerships with non-profits such as SAAVI and Catholic Community Services, and others who actively serve these populations, to include private sector company platforms such as Aira.

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 coordinate with member agencies on TIP amendments, as needed.

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.
- Continued the Regional Transportation Alternatives Grants competitive process.

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 maps for outreach showing 2006 RTA plan accomplishments.

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 working on the five-year technical update to PAG's Areawide Water Quality Management Plan (208 Plan), which will include updates to public wastewater reclamation facility service and planning area boundaries, population and flow projections, and PAG's online Wastewater Facility Inventory Portal.
- Continued to work with the Town of Marana and Pima County to conduct a PAG 208 Plan Consistency Review and Process B: Coordination Process for Public Facilities for proposed changes to the Marana and Pima County Designated Management Agency (DMA) boundaries. Provided draft maps of the proposed

DMA boundary changes to the Town of Marana and Pima County for review. Planned a special joint meeting of PAG's Watershed Planning Subcommittee (WPS) and Environmental Planning Advisory Committee (EPAC) to review, discuss, and ask questions about the proposed DMA boundary changes.

- Continued planning for a potential meeting of PAG's Watershed Planning Subcommittee, now tentatively considered for October.
- Participated in a meeting of Arizona's Statewide Water Quality Management Working Group.

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

- Continued planning a potential meeting of PAG's Stormwater Management Working Group (SMMWG), tentatively considered for May.
- Continued updates to PAG's stormwater resources for the construction industry, including the Construction Resources Guide and map of Municipal Separate Storm Sewer Systems (MS4s) in Eastern Pima County and Other AZPDES Stormwater Permit Areas.
- Continued updates to PAG's stormwater pollution prevention messaging and resources for the public, including PAG's Watershed Map.

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

- Coordinated and conducted the March riparian health assessments for Cienega Creek and Davidson Canyon within the Cienega Creek Natural Preserve and Pima County's Bar V Ranch.

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 the Santa Cruz Watershed Collaborative (SCWC) Coordinating Team meeting.

12 - Regional Air Quality Planning

Anticipated Product 12.1: TIP transportation conformity modeling and analysis

- Attended ADEQ Rillito PM₁₀ SIP Update meeting.

Anticipated Product 12.2: RMAP transportation conformity modeling and analysis

- Completed Q2 Progress Report for ADEQ transportation conformity grant.

Anticipated Product 12.3: Coordination and planning for ozone compliance

- Reviewed PDEQ proposed rulemaking for Pima County Code amendments to air quality ordinances.

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

- Convened a meeting of Environmental Planning Advisory Committee (EPAC), which included presentations on Pima County's proposed Santa Rita Resource Recovery Facility and the City of Tucson's Los Reales Sustainability Campus Planned Area Development plan update.

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 project.

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.

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 = 345
 - Bear Canyon Trips = 400
 - Total Passengers in February = 15,655

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

- Completed January and February monthly reports and submitted to USFS per contract.
- Reviewed RPC documents with Executive Director and PAG attorney for Board meeting March 31, 2026,
- Filed ACC report for RPC.

38 - Travel Reduction Program

Anticipated Products: 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 February 2026 expenses.
- Updated PAG budget tracking sheet for FY 25-26 ADEQ Grant contract period.

Anticipated Products: 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 February 2026 expenses.
- Quantified Sun Rideshare webpage views.

Anticipated Products: 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 10 TRP companies totaling 3,114 employees in March.

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

- Sent surveying employers information and reminders for completing annual employee survey.
- Completed preparations for two required TC Training Sessions in April on the 16th and 22nd as required in ADEQ contract.

Anticipated Products: 38.9: Convene a TRP Regional Task Force and conduct bi-annual TRP Task Force meetings

- Updated contacts for sites per communication returned from TC Training email blast. Updated five sites with new emails and contacts.

39 - Commuter Services

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

- Paid February vanpool invoice for subsidies of active vanpools.
- Updated TRP website with new vanpool rental rates from Commute with Enterprise.

63 - Regional Modeling

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

- Completed review of four land use RFP submission with a panel.

Anticipated Product 63.2: RMAP and TIP modeling and analysis

- Completed cleaning ABM data attributes and files for RMAP and TIP application.
- Initiated ABM GISDK scripts fixing before the version updates.

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

- Continued editing HTSA draft report and reviewing the outcomes.
- Prepared charts of travel patterns by gender using HTSA data.
- Continued cleaning ABM inputs, scripts, network attributes, and outputs.

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

- Presented PAG DTA to SAITE monthly meeting.
- Continued testing and review of delivered DTA network and supplemental modules.
- Initiated familiarization with DTA roadway network editing.

Anticipated Product 63.5: (Related to AP12.2 and 12.3) MOVES4 data development and module analysis for EPA National Emission Inventory (NEI) and air quality conformity

- Continued to modify and test MOVES automation for use by non-Data Science Team PAG staff members.

Anticipated Product 63.7: PAG traffic count program

- Continued analysis for FY 2025 traffic count report.
- Completed location selection for supplemental spring collection.
- Initiated supplemental spring data collection with PAG contracted consultant.

Anticipated Product 63.8: Building permit data collection and analysis

- Completed and submitted collection and analysis of building permits to AOEO.

Anticipated Product 63.10: County and subcounty population projections

- Presented subcounty population forecast modeling results at PopTech meeting.
- Initiated one-on-one discussion of subcounty population projections with jurisdictional partners.

- Presented county population projections and comparisons at RTA TMC, CART Committee and Board meetings.

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

- Completed validation of base employment data.
- Continued administrative employment data survey of public schools and local government employers.
- Continued processing of Dun & Bradstreet business listings data.

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

- Continued developing performance measures of control delay and improving estimation accuracy for regional-level performance measures.

Anticipated Product 63.13: Enhance performance measures and relevant data

- Continued testing and developing the performance measure visualization platform.

Anticipated Product 63.14: Support of data request

- Supported PAG planning team for RTA safety tool analysis with RMAP modeling outputs.

46 - RTA Support

Anticipated Product 46.2: IGAs for project funding

RTA budget

- Developing FY 2027 RTA budget.
- Prepared and presented revenue and expenditure forecasts.
- 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, IGA capacities and programming through 2026 of RTA and supplanted HURF (12R).
- Updated project and IGA budgets within RTA web.
- Participated in monthly RTA project updates.
- Developing 20-year project and financial schedule (cashflow) for RTA Next program.

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.
- Continued to coordinate vendor transition through bi-weekly check-in meetings with MTM's corporate staff.
- Continued update of Transit Asset Management (TAM) Plan with City of Tucson and Oro Valley staff.
- Attended contract oversight meeting with Valley Metro on Route 685 IGA.
- Attended RTA Next Working Group meeting with local directors and management staff.
- Attended pre-install meeting with Kittle Construction on Simme-Seat installation project.
- Held meeting with MTM Corporate staff to have a quarterly check-in and discuss the issue of unexpected rider demand.

Transit planning and data analysis

- Reviewed and edited draft Microtransit plan.
- Attended monthly operations meeting for Valley Metro route 685.
- Attended Tucson Transit Advisory Committee (TTAC) as a non-voting member.
- Worked through FTA grant 5311 issues with internal staff.
- Attended Sun Tran stakeholder meeting to discuss Sun Shuttle service changes.
- Met with Sun Tran staff on reoccurring meeting to discuss current and future Sun Shuttle service.
- Attended meeting with Sun Tran staff to discuss Bus Rapid Transit project.
- Attended RideCo roundtable to discuss operational challenges with software company.
- Bus sign installations.
- Simmie seat installations.
- TAM plan editing process.

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 3,714 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

April 2026

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.

- Continued preliminary planning for the next RMAP, which will have a robust public involvement component.
- Presented information about RTA Next at three events/presentations reaching an estimated 90 individuals; events included presenting at state-level conferences, a local chamber and a local trade organization.
- Continued to share and refine post-election information including Pima County election results and next steps for RTA program implementation.
- Opened call for members for the RTA Next Citizens Accountability for Regional Transportation (CART) Committee and received 43 submission that will be verified for jurisdiction deliberation in May.
- Continued coordinating with the GIS department to develop public-facing web maps that will accompany the microtransit report and the Regional Active Transportation Plan for the public to better understand and interact with the data.
- Continued to notify stakeholders of the final Transit Feasibility Study for Picture Rocks and Vail available on the project webpage.
- Presented at the ITE - IMSA conference in Phoenix with the project consultant on the data-driven planning process for the RATP and Microtransit projects to inform a diverse audience.
- Attended the ADOT COG–MPO planners meeting in Phoenix to stay informed on developments across the state and share updates from PAG.

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

- Maintain the approved 2055 RMAP, which is available on the PAG website. The 2055 RMAP was adopted by the Regional Council on July 31, 2025.
- Continued preliminary discussions for planning the next RMAP, including a project schedule and evaluating performance measures and discussing a methodology for project scoring to help inform project selection for the plan.
- Presented an updated RMAP amendment procedure to the Transportation Planning Committee based on committee feedback received. This procedure will be included in the 2055 RMAP and will be posted online as an amended document.
- Attended the National Planning Conference in Detroit and attended conference sessions related to multimodal planning and long-range transportation plan development that will ultimately help inform the next RMAP.

Anticipated Product 40.5: Annual 5310 Program Ranked Project List

- 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.
- Supported regional subrecipients with information pertinent to key milestones for preparing for the FY27 grant cycle for FTA Section 5310.
- Facilitated discussions on potential strategies to coordinate with paratransit agencies to include proposed projects, such as a regional Transportation Referrals, Information, Providers and Support (TRIPS) Coordination Center in 2026 and a voucher program in 2027.

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

- In alignment with accessibility and rider support referenced in the coordinated plan, explored accessibility services and enhancements for those who are blind, have low vision or a part of the deaf community. This includes potential enhancements to driver training, partnerships with nonprofits such as SAAVI and Catholic Community Services, and others who actively serve these populations, to include private sector company platforms such as Aira.
- In alignment with Transportation Services (existing service), explored the potential for the use of one software/technology platform for regional paratransit services to facilitate better coordination of trips and shared trip scheduling, stronger fleet utilization practices and an overall increase in efficiencies.

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 coordinate with member agencies on TIP amendments and preparing for the next TIP development process.

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.

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. Upgraded the GIS Enterprise to improve processes and efficiency as well as incorporate new features for the creation of maps.
- Continued delivering PAG's regional GIS data to member jurisdictions and the public. Produced an RATP Safety Web Map to display bicycle, pedestrian and motorist incidents that occurred in the region, 2020-2024.
- 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 working on the five-year technical update to PAG's Areawide Water Quality Management Plan (208 Plan), which will include updates to public wastewater reclamation facility service and planning area boundaries, population and flow projections, and PAG's online Wastewater Facility Inventory Portal.

- Continued to work with the Town of Marana and Pima County to conduct a PAG 208 Plan Consistency Review and Process B: Coordination Process for Public Facilities for proposed changes to the Marana and Pima County Designated Management Agency (DMA) boundaries. Convened a special joint meeting of PAG's Watershed Planning Subcommittee (WPS) and Environmental Planning Advisory Committee (EPAC) to review, discuss, and ask questions about the proposed DMA boundary changes. Worked with the Town of Marana and Pima County to finalize maps of the proposed DMA boundary changes, to be approved and signed by the Marana Town Council and Pima County Board of Supervisors.
- Continued planning for a potential meeting of PAG's Watershed Planning Subcommittee, tentatively considered for October.
- Reviewed draft permit materials and responded to notices from the Arizona Department of Environmental Quality concerning one draft Aquifer Protection Permit (APP) and one draft Arizona Pollutant Discharge Elimination System (AZPDES) permit.

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

- Continued planning a potential May meeting of PAG's Stormwater Management Working Group (SWMWG).
- Continued updates to PAG's stormwater resources for the construction industry, including the Construction Resources Guide and map of Municipal Separate Storm Sewer Systems (MS4s) in Eastern Pima County and Other AZPDES Stormwater Permit Areas.

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 the Santa Cruz Watershed Collaborative (SCWC) Spring Forum and Drought Planning Workshop.
- Participated in the SCWC Local Drought Advisory Meeting.
- Attended the University of Arizona's Water Resources Research Center (WRRRC) 2026 Annual Conference, with the theme of Water for Tech, Mining and Energy: Pathways to Arizona's Future.
- Attended the Sonoran Institute's Santa Cruz River Research Days, which highlighted the latest research, conservation efforts and community projects along the Santa Cruz River.

12 - Regional Air Quality Planning

Anticipated Product 12.1: TIP transportation conformity modeling and analysis

- Attended ADOT COG/MPO manual update meeting.

Anticipated Product 12.2: RMAP transportation conformity modeling and analysis

- Attended ADOT COG/MPO planners meeting.

Anticipated Product 12.3: Coordination and planning for ozone compliance

- Attended PDEQ Climate Pollution Reduction Grant Coalition meeting.

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

- Convened a joint meeting of Environmental Planning Advisory Committee (EPAC) and Watershed Planning Subcommittee (WPS), which included a presentation on Town of Marana's Designated Management Agency (DMA) Boundary update.

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 project.
- Worked with the Board and MAP Leadership to identify potential sponsorship opportunities.

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 U.S. Forest Service staff.

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 = 294
 - Bear Canyon Trips = 342
 - Total Passengers in March = 12,188

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

- Completed March Monthly reports and submitted them to USFS per contract.
- Booked loan forgiveness for TEP loan for \$500,000 to RPC financial reports.
- Accepted delivery of four new electric shuttles for Crawler operation to augment fleet.

38 - Travel Reduction Program

Anticipated Products: 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 March 2026 expenses.
- Updated PAG budget tracking sheet for FY 2025-26 ADEQ Grant contract period.
- Began transition to train a new staff member to manage ADEQ program requirements.

Anticipated Products: 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 March 2026 expenses.
- Quantified Sun Rideshare webpage views.

Anticipated Products: 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 seven TRP companies totaling 4,954 employees in April.

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

- Sent surveying employers information and reminders for completing annual employee survey.

- Hosted two required TC Training Sessions April on the 16th and 22nd as required in ADEQ contract.

Anticipated Products: 38.9: Convene a TRP Regional Task Force and conduct bi-annual TRP Task Force meetings

- Updated contacts for sites per communications returned AIR Survey launched message.

39 - Commuter Services

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

- Paid March 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

- Completed review of four land use RFP submission with a panel.

Anticipated Product 63.2: RMAP and TIP modeling and analysis

- Completed ABM GISDK scripts fixing before the version updates.

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

- Continued editing HTSA draft report and reviewing the outcomes.
- Assisted with review of HTSA air quality metrics and comparison to MOVES output.
- Completed ABM GISDK scripts fixing before the version updates.

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

- Continued testing and review of delivered DTA network and supplemental modules, traffic signal timing methodologies.
- Continued familiarization with DTA roadway network editing and signal timing.

Anticipated Product 63.5: (Related to AP12.2 and 12.3) MOVES4 data development and module analysis for EPA National Emission Inventory (NEI) and air quality conformity

- Continued testing DTA model for improving AQ MOVES model inputs.

Anticipated Product 63.7: PAG traffic count program

- Continued analysis for FY 2025 traffic count report.
- Initiated supplemental spring data collection with PAG contracted consultant.

Anticipated Product 63.8: Building permit data collection and analysis

- Completed and submitted collection and analysis of building permits to AOEO.

Anticipated Product 63.10: County and subcounty population projections

- Completed one-on-one discussion of subcounty population projections with jurisdictional partners.

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

- Continued administrative employment data survey of public schools and local government employers.
- Continued processing of Dun & Bradstreet business listings data.

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

- Continued developing performance measures of control delay and improving estimation accuracy for regional-level performance measures.

Anticipated Product 63.13: Enhance performance measures and relevant data

- Continued testing and developing the performance measure visualization platform.
- Collected 2024 federal aid pavement condition data, 2024 commute travel mode data for the performance measure on the walk, bike or transit to work rate and 2024-2025 NPMRDS INRIX data.
- Calculated performance measures of Condition of Federal-Aid Pavement for 2024, Commutes by Active transportation for 2024 and freight reliability for 2024 and 2025.

Anticipated Product 63.14: Support of data request

- Reviewed ADOT/Marana I-10 Circulator Study, reviewed model network, began response to data/modeling request.
- Began review of data for estimation of construction-related business impacts.

46 - RTA Support

Anticipated Product 46.2: IGAs for project funding

RTA budget

- Developed templates for proposed Master IGA document and Project Charters.
- Developing FY 2027 RTA budget.
- Providing programming and expenditures for the five-year performance audit.
- Prepared and presented revenue and expenditure forecasts.
- 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, IGA capacities and programming through 2026 of RTA and supplanted HURF (12R).
- Updated project and IGA budgets within RTA web.
- Participated in monthly RTA project updates.
- Developing 20-year project and financial schedule (cashflow) for RTA Next program.

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.
- Continued with update of Transit Asset Management (TAM) Plan with City of Tucson and Oro Valley staff.
- Facilitated joint meeting with Valley Metro and MTM to discuss Route 685.
- Worked with internal staff to finalize the RTA's annual NTD report.
- Worked with internal staff to begin completing new Title VI plan for PAG.
- Met with Executive Director and PAG/RTA's attorney to discuss invoice issues between WeDriveU and RTA.

- Met with City of Tucson staff to discuss the IGA between our agencies that guarantees partial reimbursement for Sun Shuttle vehicles procured with FTA 5307 grant funding.

Transit planning and data analysis

- Attended Tucson Transit Advisory Committee (TTAC) as a non-voting member.
- Worked through FTA grant 5311 issues with internal staff.
- Met with Sun Tran staff on reoccurring meeting to discuss current and future Sun Shuttle service.
- Attended Annual AzTA Conference in Mesa, Ariz.
- Held internal discussions on the regional transit budget for RTA Next.
- Talked with contracted vendors to finalize vehicle retrofit projects using FTA 5339 grant funding.
- Met with MTM corporate staff to discuss increasing fleet size to accommodate increased paratransit demand.
- Finalized new FTA 5311 grant reimbursement process with internal staff.

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 3,717 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	June 4, 2026	Consent Information	5b

REQUESTED ACTION/SUGGESTED MOTION

This is an information item.

ASSOCIATED OWP WORK ELEMENT/GOAL

Work Element, 1300, Administration

SUMMARY

- The PAG Contracts and Agreements Report for the period of March 14, 2026, through June 15, 2026, 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

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

TECHNICAL, POLICY, LEGAL OR OTHER CONSIDERATIONS

None.

ATTACHED ADDITIONAL BACKUP INFORMATION

CAR Report.

Staff Contact/Phone	Michael Ortega, (520) 792-1093, ext. 4420 Alicia Roberson, (520) 792-1093, ext. 4468
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SUBJECT: Simulation-based Land Use Model Development

Meeting	Meeting Date	Agenda Category	Agenda Item #
Regional Council	June 4, 2026	Consent Action	5c

REQUESTED ACTION/SUGGESTED MOTION

Request Regional Council authorization for the Executive Director to negotiate and execute a contract, the amount not to exceed \$150,000, with Urbanly and Arth Analytics to develop a simulation-based land use model for regional land use modeling support.

ASSOCIATED OWP WORK ELEMENT/GOAL

Work Element 40: Transportation Activities

SUMMARY

PAG has been actively engaged in the development of sophisticated regional models for the regional long-range transportation plan. The land use model (LUM) is a major model of PAG’s long-range transportation plan, also known as the Regional Mobility and Accessibility Plan (RMAP). The model allocates projected employment and housing units in line with PAG jurisdictional partners’ general and special plans.

In FY 2025, with the intention of updating and improving the forecast capabilities of the current land use model (LUM), PAG underwent a rigorous technical review of available regional advanced land use models, including AZ-SMART (based on the UrbanSim platform) and a cloud-version of UrbanSim.

In the next stage to improve and advance the model, this project

- develops and implements enhancements to PAG's land use model based on previous evaluation recommendations.
- improves model calibration and validation to better reflect regional development patterns.
- enhances data integration and model workflows to support efficient scenario analysis.
- updates model inputs with current baseline data.
- develops comprehensive documentation and provides training to PAG staff.
- ensures compatibility with PAG's travel demand modeling framework.

Through a formal RFP, a panel with four PAG staff reviewed four submitted proposals. The Urbanly and Arth Analytics proposal received the top score, highlighting the consultant team’s strong understanding of the technical background of UrbanSim and AZ-SMART land use models and its clear command of and plan for the requested RFP items. The components of the proposal include synthetic population development, a review of updated spatial and socio-economic data development, AZ-SMART/UrbanSim model specification and calibration/validation, integration of PAG's activity-based travel demand model with the AZSMART/UrbanSim land use model, enhancements to the LUM, such as a redevelopment and infill model, and other QA/QC procedures.

PRIOR BOARD AND/OR COMMITTEE ACTION

Listed as “Simulation-based land use model development technical support or software licensing as needed” and “Simulation-based land use model development data or software licensing as needed” in Table 6 budget approved for FY 2026 and FY 2027 PAG OWP on June 5, 2025.

FINANCIAL CONSIDERATIONS

Upon Regional Council approval, staff will finalize a fee proposal and enter into a contract with Urbanly and Arth Analytics. Contract amount not to exceed \$150,000. Expenditures will occur during FY 2027.

TECHNICAL, POLICY, LEGAL OR OTHER CONSIDERATIONS

None.

ATTACHED ADDITIONAL BACKUP INFORMATION

The scope of work for the contracted services is attached.

Staff Contact/Phone	Michael Ortega, (520) 792-1093, ext. 4416 Hyunsoo Noh, (520) 792-1093, ext. 4457 Eric Kramer, (520) 792-1093, ext. 4455
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ORIGINAL

Proposal for
Land-use Model Development and Enhancement



Submitted to:

Pima Association of Governments

Submitted by:

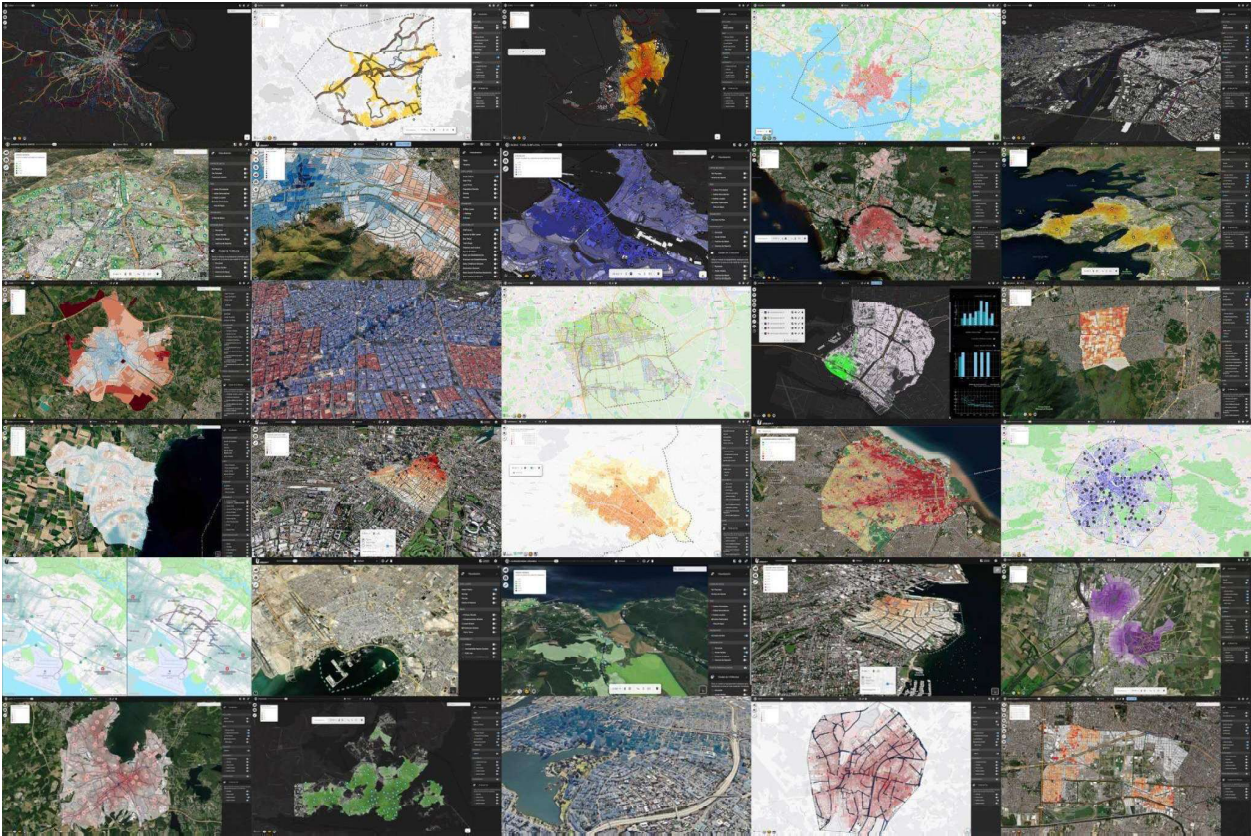
Urbanly LLC and Arth Analytics LLC



Consultant Team Qualifications and Experience

Firm Overview

Urbanly is an urban analytics software company that develops and deploys agent-based land use simulation systems for metropolitan planning organisations and urban planning agencies. Our CEO, Federico Fernandez, has successfully partnered with over 20 MPOs across the United States, including the Denver Regional Council of Governments, the Mid-Region Council of Governments in New Mexico, and the Puget Sound Regional Council. With a strong foundation in working for MPOs and cities in the US, Urbanly has since expanded operations to +30 areas around the world, building a collective knowledge base across diverse urban contexts that informs every new engagement.



In the course of our work with these agencies, Urbanly has developed and deployed a complete urban simulation platform (CityCompass Civica) that integrates population synthesis, household location choice, proforma-based developer market simulation, real estate price dynamics, and multimodal accessibility. This platform is currently in production supporting long-range strategic planning in multiple metropolitan regions. We mention this not as a product offering, but because it demonstrates that the capabilities PAG requires, such as proforma developer modeling, travel model integration, scenario analysis, and parcel-level resolution, are capabilities Urbanly has already built, tested, and delivered in real engagements. The tools we deploy run entirely on the client’s own servers. Urbanly does not host client models, does not hold client data, and imposes no ongoing subscription dependency.

Beyond the software, Urbanly delivers the full spectrum of services this engagement requires: data engineering, model specification and calibration, scenario analysis, travel model integration, staff training, and ongoing technical support. Our clients work with one team from kickoff to production. The same people who built the platform are the ones who deploy it, calibrate it, and train agency staff to operate it.

For this proposal, Urbanly is partnering with **Arth Analytics**, a data analytics consulting firm founded in 2019 specializing in land use and transportation modeling, demographic forecasting, and spatial analytics for public sector clients. Arth Analytics' principals bring direct prior experience with AZ-SMART and with regional MPO workflows across Arizona and the Southwest. Anubhav Bagley, Arth Analytics' Founder and Principal, coordinated the development of AZ-SMART at the Maricopa Association of Governments, where he served as Regional Analytics Director leading a team of 20 professionals across analytics, GIS, land use modeling, and economics. The Arth Analytics team also includes specialists in activity-based travel demand modeling (with direct SANDAG ABM experience), demographics, and spatial analytics — several with extended tenures at MAG, PSRC, SANDAG, and the Metropolitan Transportation Commission. Together, Urbanly and Arth Analytics provide PAG with a team that understands both the technical architecture of AZ-SMART and the institutional context in which it operates.

Urbanly's CEO, Federico Fernandez, is among the original creators of UrbanSim, the modeling framework upon which PAG's current AZ-SMART system is based. This means our team brings direct knowledge of AZ-SMART's underlying architecture, its strengths, and the specific areas where the Cambridge Systematics evaluation recommended improvement.

Our Commitment to PAG: Transparency, Ownership, and Independence

Urbanly's approach directly addresses the concerns the Cambridge Systematics report raised about proprietary platforms and vendor dependency. Our formal commitments to **PAG**:

- **Full source code delivery** of all software components used in the project, including pre-contract intellectual property.
- **Perpetual, unrestricted Intellectual Property licence** for any initiative **PAG** chooses.
- **Full Intellectual Property ownership of co-developed work.** **PAG** is free to use, modify, extend, or share any enhancements developed during this engagement
- **No platform dependencies** on tools controlled by **Urbanly**
- **Unlimited users** with no seat restrictions
- **No subscription charges.** **PAG** engages **Urbanly** when it needs consulting support; it does not pay to keep its own model running
- **Substantive knowledge transfer** so **PAG** staff can operate, maintain, and extend the system independently, with our team remaining available to support and extend PAG's systems in the future as needed.

These commitments reflect our position that planning agencies should have complete access to and understanding of the models they rely on to make long-range decisions affecting communities.

Key Personnel

Federico Fernandez, CEO, Urbanly *Role in project: Project Principal / Technical Lead*

Federico is the founder and CEO of Urbanly, with extensive experience in social simulation and urban land use modeling. He is among the original creators of UrbanSim and led the cloud re-implementation of the UrbanSim platform as well as pioneering the UrbanCanvas cloud-based modeling infrastructure. Under his leadership, Urbanly has successfully partnered with over 20 MPOs across the United States, including the Denver Regional Council of Governments, the Mid-Region Council of Governments in New Mexico, and the Puget Sound Regional Council.

At UC Berkeley's College of Environmental Design, Federico co-created the Pandana Python library with Dr. Fletcher Foti, a widely adopted open-source tool for network-based accessibility analysis using C++ Contraction Hierarchies algorithms.

Federico will serve as Project Principal for the PAG engagement, providing direct oversight of model specification, calibration strategy, and technical direction. PAG will work directly with the person who designed the platform, not a sales representative or account manager.

Anubhav Bagley, Founder and Principal, Arth Analytics *Role in project: Advisor/Policy Lead*

Anubhav is the Founder and Principal of **Arth Analytics LLC**. As Regional Analytics Director at the Maricopa Association of Governments (**MAG**), he led a team of 20 professionals and coordinated the development of **AZ-SMART** — the same integrated land use modeling system **PAG** relies on today. His direct experience with AZ-SMART's architecture, data structure, and operational use within an Arizona MPO context is a unique asset for this engagement.

At MAG, Anubhav also led the adoption of the socioeconomic projection series used in the Regional Transportation Planning process and directed the development of MAG's Interactive Mapping and Reporting tools. He has extensive experience presenting complex technical work to both technical and policy audiences, and understands the fiscal, regulatory, and political pressures MPO staff navigate.

Support Team

Beyond the two principals, the engagement draws on a deep bench of specialists from both **Urbanly** and **Arth Analytics**:

- **Arth Analytics:**

- **Mark Simonson** — 25+ years in economic and land use modeling; managed the Modeling Program at the Puget Sound Regional Council, overseeing the transition to UrbanSim parcel-level forecasting
- **Michael Reilly, PhD** — Senior Data Scientist at UC Berkeley’s Turner Labs; led development of the Bay Area UrbanSim model at the Metropolitan Transportation Commission, applied to three regional transportation plans.
- **Wu Sun, PhD** — 20+ years in travel demand modeling; led all aspects of SANDAG’s ABM system (ABM1 through ABM3).
- **Jeff Tayman, PhD** — 40+ years in regional demographic forecasting; former Director of Technical Services at SANDAG; four-time winner of the Walt Terry Award for Best Applied Demography; has advised MAG on population projections.
- **Scott Wilken, AICP** — 14-year tenure at MAG Regional Analytics Division; long-range socioeconomic projections and decennial Census
- **Mark Roberts** — 28 years in GIS automation and socioeconomic modeling at MAG

- **Urbanly:**

- **Francisco Figari** — Chief Technology Officer, Urbanly. Prior experience as Lead Programmer on the UrbanSim platform. At Urbanly, leads development of the proforma-based developer model, housing market simulation, and household location choice model
- **Laureano Muñiz** — Population modeling specialist, Urbanly. Designed and implemented CityCompass’s synthetic population engine, including the IPU-based household synthesis process and demographic sub-models. Leads population-level work across Urbanly’s production deployments.
- **Alejandra Inés Wagner** — Senior GIS Analyst. 20+ years of professional experience in geographic information systems, spatial data engineering, and parcel-level land use data processing. Extensive experience with multipurpose cadastre design for municipalities and satellite-based land use classification.

Relevant Projects

Auckland Council — Next-Generation Regional Simulation Platform

- **Client:** Auckland Council, Auckland, New Zealand
 - **Contact:** Natalie Allen, Manager Director, The Urban Advisory
 - **Phone:** +64 21 284 1414
 - **Email:** natalie.allen@theurbanadvisory.com
 - **Description:** Urbanly won an international competitive RFP to design and deliver the next-generation regional simulation platform for Auckland — a metropolitan region of 4,894 km² — working closely with the Council team over three years. The platform supports Residential and Commercial Capacity Assessments and Long Term Plans covering a 30-year horizon. Relevance to PAG: Directly comparable scope — regional parcel-level land use simulation, long-range scenario analysis, calibration, knowledge transfer to agency staff, and local deployment on client infrastructure.
-

Ville de Nyon — Centrality Analysis and Scenario Planning

- **Client:** Ville de Nyon, Nyon, Switzerland
 - **Contact:** Gabriel Lanfranchi, Founder & Director, Urbanteo
 - **Phone:** +41 79 303 0015
 - **Email:** gabriel.lanfranchi@gmail.com
 - **Description:** Urbanly deployed CityCompass to support the local government with centrality analysis in preparation for upcoming development challenges. Models were customised to perform street-level scoring to support community participation processes. Relevance to PAG: Demonstrates deployment of CityCompass in a government planning context with custom model extensions for policy-specific scenario questions.
-

Municipalidad de Luján de Cuyo — Zoning Reform and Land Value Capture

- **Client:** Municipalidad de Luján de Cuyo, Mendoza, Argentina
- **Contact:** Leonardo Pennesi
 - **Phone:** +54 261 543 3403
 - **Email:** leonardo@pennesi.com.ar
- **Description:** Urbanly deployed CityCompass to support the local government in initiating a zoning reform designed to allow the municipality to capture value from new developments. The engagement included scenario analysis of alternative zoning proposals and their associated land value capture implications. Relevance to PAG: Demonstrates the developer model and scenario analysis of zoning changes applied to real policy decisions — directly applicable to PAG's RMAP scenario work.

Project Understanding and Technical Approach

PAG requires enhanced land use modeling capabilities that produce parcel-level socioeconomic forecasts, integrate with its activity-based travel demand model, and support long-range scenario analysis for the Regional Mobility and Accessibility Plan (RMAP). The Cambridge Systematics evaluation identified specific areas for enhancing **PAG**'s current capabilities:

1. **Proforma-based developer modeling**, to assess financial feasibility of development and respond to real estate market conditions
2. **Automated travel model integration**, a documented, reliable data exchange between the land use model and **PAG**'s activity-based travel demand model, running on **PAG**'s own infrastructure
3. **Improved scenario workflows**, reducing the time required to configure, run, and inspect scenario results
4. **Updated baseline data**, parcel, building, employment, and land use data for the region
5. **Documentation and training**, so **PAG** staff can operate, maintain, and extend the model independently

Urbanly's proposal addresses each of these enhancement areas directly. Our team has deep experience with the UrbanSim architecture that underlies **AZ-SMART**, and we bring that knowledge together with foundational knowledge to every phase of this engagement.

Our Approach: Assess, Enhance, Integrate

Urbanly's first action will be a hands-on assessment of **PAG**'s current **AZ-SMART** codebase, data pipelines, and operational workflows. We will identify which components should be retained, which require recalibration or updating, and where new capabilities, such as the proforma developer model that Cambridge Systematics identified as the most significant gap, need to be introduced.

This assessment is not a formality. **AZ-SMART** has real strengths that the Cambridge Systematics report recognised: parcel-level resolution, robust household and employment location choice models, deterministic development allocation that practitioners value for its reproducibility, and direct compatibility with **PAG**'s ABM output requirements. Our goal is to build on those strengths, not discard them.

PAG's modeling staff have accumulated significant operational experience with **AZ-SMART**, knowledge of how the model behaves in Tucson's specific data environment, where workarounds are needed, and what regional conditions require special handling. Our assessment will begin with structured conversations with **PAG**'s team to capture that institutional knowledge before any technical work begins.

Where the assessment identifies gaps that require new analytical capabilities, specifically the proforma developer model, real-time accessibility scoring, and improved scenario workflows, **Urbanly** will draw on the tools and components we have already built and deployed in production for other metropolitan regions. These tools are designed to integrate with existing **PAG AZ-SMART** systems. **PAG** will receive the full source code of any component deployed.

Proposed engagement structure

Task 1: Data modernisation and baseline update

Working with **PAG** staff, we will update base data layer: parcel inventory, building stock, employment by NAICS sector, zoning and general plan translation. This foundational work benefits **PAG** regardless of modeling platform and forms the data foundation for all subsequent enhancements. Deliverables include a fully documented, version-controlled spatial database.

Task 2: Model enhancements, proforma developer model, and calibration

Building on **PAG**'s existing modeling framework and working closely with **PAG** staff, we will review and incorporate current methods to ensure continuity and alignment with institutional knowledge before We will introduce proforma-based developer feasibility analysis into **PAG**'s modeling workflow, directly addressing the most significant gap identified by Cambridge Systematics. Additional enhancements include improved calibration of household location choice, real estate price dynamics, and scenario-specific policy levers (infill, densification, affordability). introducing enhancements.

Task 3: Travel model integration and scenario analysis environment

Working closely with **PAG**'s land use and TDM leads, we will deliver an automated, documented data exchange between the land use model and **PAG**'s activity-based travel demand model. We will also provide staff with an efficient scenario analysis environment for RMAP policy testing. Because all components run on **PAG**'s own servers, the integration is a local data exchange, not a manual upload/download cycle to an external server.

Deployment and ownership: All modeling tools are installed on **PAG**'s servers or a cloud environment of **PAG**'s choosing (AWS, Azure, or local hardware). **Urbanly** does not host the model. **PAG** receives the full source code, a perpetual unrestricted licence, and full ownership of all data and parameters. Scenario runs, parameter updates, and data refreshes are performed by **PAG** staff using documented workflows, with **Urbanly** support available as needed but not required for routine operation.

Synthetic Population Development Including Demographic Sub-Models and Control Totals

Urbanly operates an integrated synthetic population engine, currently in production use in multiple regions. It uses Iterative Proportional Updating (**IPU**), an algorithm that synthesises individuals and households so that they match aggregate census constraints, producing a statistically representative base-year population matched to census marginal totals at the area level. Our modeling framework is designed to leverage rich demographic detail. As a reference point, in previous deployments we have generated synthetic populations with attributes including family type, income brackets, ethnicity, gender, and age groups for every individual and household. This level of detail supports more accurate household location choice modeling and finer segmentation for **PAG**'s activity-based travel demand model inputs.

For the Tucson region, to run our population synthesis process we require three types of inputs:

- Census data for persons, disaggregated by age, gender, and ethnicity per area
- Census data for families and households, disaggregated by family type and income per area
- A microdata sample with individual or family records that can be reweighted

We do not require block-level data; tract or neighbourhood level is sufficient. Parcel data will be used to allocate synthesised households to specific dwelling units.

Each synthesised household will carry family type, household income segmented to match **PAG's** ABM income categories, household size, age structure of members, and an assigned parcel location.

Demographic sub-models: The simulation evolves the population through age-specific fertility and mortality rates (calibrated to regional demographic trends and control totals provided by **PAG**), migration (net household in/out flows), and emancipation (young adults forming independent households).

Control totals: Annual household and population control totals will be defined in collaboration with **PAG** staff, drawing on official state and regional demographic forecasts consistent with **PAG's** planning scenarios. Employment control totals may incorporate resources such as projections from the University of Arizona Eller College of Business and other relevant regional data sources. The simulation adjusts rates annually to track these totals, maintaining consistency with **PAG's** ABM inputs at the MAZ/TAZ level.

Group Quarters and Special Populations: Group quarters and special populations, including institutional populations and seasonal residents, are recognised requirements for the Tucson region. These will be handled as separately tracked cohorts, using control totals defined in collaboration with **PAG** staff

Updated Spatial and Socio-Economic Data Development and Review

Data preparation is the most labor-intensive component of any land use model deployment. Consistent with peer agency experience cited in the Cambridge Systematics report (30 - 50% of total modeling program time), **Urbanly** scopes this as a major workstream with dedicated resources and milestone checkpoints.

Parcel and building inventory:

- Source: Pima County assessor parcel data and available PAG building inventory
- Processing: Standardise building type definitions.
- Cross-walk PAG's general plan and municipal planning area (MPA) definitions to allowable building type and density parameters, translating them into AZ-SMART's Future Land Use (FLU) space, which Cambridge Systematics identifies as the principal one-time data translation effort
- Assign base-year property values from assessor data

Planned land use, Future land use and Known Development Projects :

- Translate **PAG** land use entitlements and general plan designations into allowable building type and density parameters for the model
- Translate known development projects and align with parcel geography as needed

Employment data:

- Source: Primary inputs will include PAG’s existing business database, which is built from multiple sources including commercial vendors such as DataAxel and other regional data providers. These data may be supplemented and cross-validated using publicly available sources such as the Quarterly Census of Employment and Wages (QCEW) by NAICS 2-digit sector.
- Employment control totals to be provided by **PAG** consistent with **PAG**’s planning scenarios

Accessibility network:

- Working with PAG’s TDM team, we will utilize and align with PAG’s existing regional street and transit network datasets to support walking, driving, and transit accessibility scoring for all parcels in the study area using Urbanly’s multimodal accessibility engine.

Data review and QA:

- All input datasets delivered with a data quality report covering completeness, consistency, and coverage
- Parcel-level cross-checks between assessor data, building inventory, and zoning
- Population and household totals validated against census control totals before model run

AZ-SMART/PAG Model Specification and Calibration/Validation

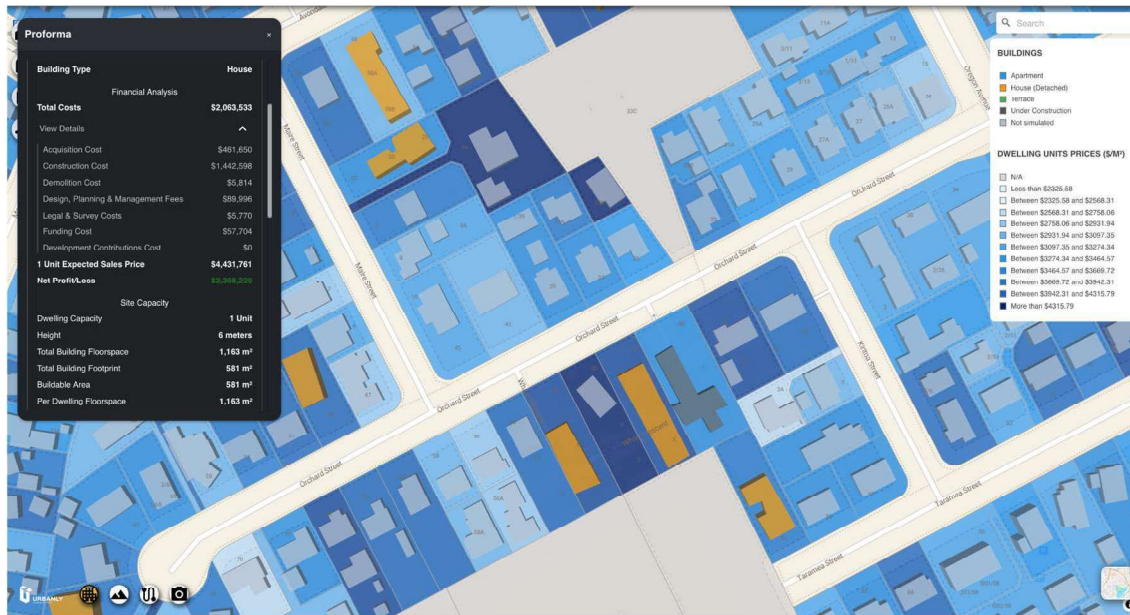
Urbanly proposes to deliver the recommended enhancements by building on PAG’s existing modeling foundation and introducing new capabilities where the Cambridge Systematics evaluation identified gaps. Components of AZ-SMART that are performing well, particularly the household and employment location choice models and the deterministic development allocation workflow will be retained and recalibrated rather than replaced, preserving the investment PAG has already made in understanding and operating those components.

Household Location Choice Model (HLCM): The HLCM determines where households prefer to locate, combining accessibility to services and employment (scored for each parcel by our accessibility engine), housing typology preference (based on household type and income), and unit size preference. The model will be calibrated against observed household location patterns from census records and local assessor data, stratified by income group and household type.

Developer Model, Proforma Analysis: The Cambridge Systematics report notes that AZ-SMART “lacks a proforma approach to assessing the financial feasibility of projects.” Urbanly has delivered proforma-based developer modeling in production deployments for multiple metropolitan regions. This capability is operational today in multiple metropolitan regions and would be calibrated to Tucson market conditions as part of this engagement.

Each month, developer agents evaluate available buildable parcels, generate feasible site layouts under applicable zoning, and assess financial viability (estimated revenue minus construction cost and land cost). Parcels that clear the feasibility threshold enter a competitive process. The result is emergent, market-responsive development patterns driven by real economic signals, not deterministic heuristics or fixed scoring tables.

Calibration inputs: local construction cost data, assessor-based land values, and observed residential and commercial sale prices from available local market data sources.



Proforma analysis – cost/benefit evaluation for buildable parcels

Real Estate Price Model: Prices adjust monthly based on supply and demand signals: new units completed reduce local prices; occupied units increase them. Base prices are seeded from assessor data and adjusted annually with inflation. Calibration will target observed median price trends from available local market data.

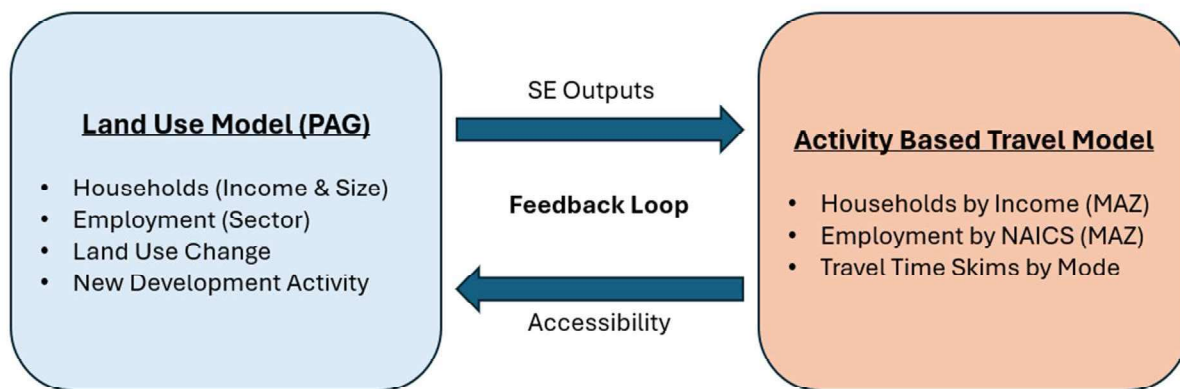
Validation approach: The simulation will be run over a historical calibration period and outputs compared against observed building permits by year and type, household counts by sub-area and income group from census records, population control totals, and median price trends. Monthly time resolution provides substantially more calibration data points than annual-step models over the same period.

Integration of PAG's Activity-Based Travel Demand Model with the LUM

This is identified in the Cambridge Systematics report as a critical unmet need. The current cloud-hosted service model structurally cannot support it because the land use model and the travel demand model run on different machines with no automated data pathway.

Urbanly's LUTI integration experience: Urbanly team members have extensive experience in Land Use and Transportation Interaction (LUTI) integration projects with Cube, MatSIM, AIMSUN, ActivitySim, and other frameworks. Our practical experience with activity-based travel demand models means the integration approach we propose is grounded in real-world deployment experience.

Proposed integration architecture:



Implementation steps:

1. Define MAZ/TAZ aggregation rules from parcel outputs to **PAG's** ABM geography
2. Implement output formatter: annual snapshot → ABM input tables (households by income quintile × MAZ, employment by NAICS 2-digit × MAZ)
3. Implement skim ingestion: ABM travel time outputs → network weights → updated accessibility scores
4. Document the full data exchange specification for PAG staff
5. Test integrated feedback loop for a single scenario with PAG's travel model team before production deployment

The integration will be designed so **PAG** staff can operate it independently using documented scripts and a clear file exchange protocol. Because both systems run on PAG's infrastructure, data transfer is a local file operation.

Enhancements to the LUM: Redevelopment, Infill, and Scenario Analysis

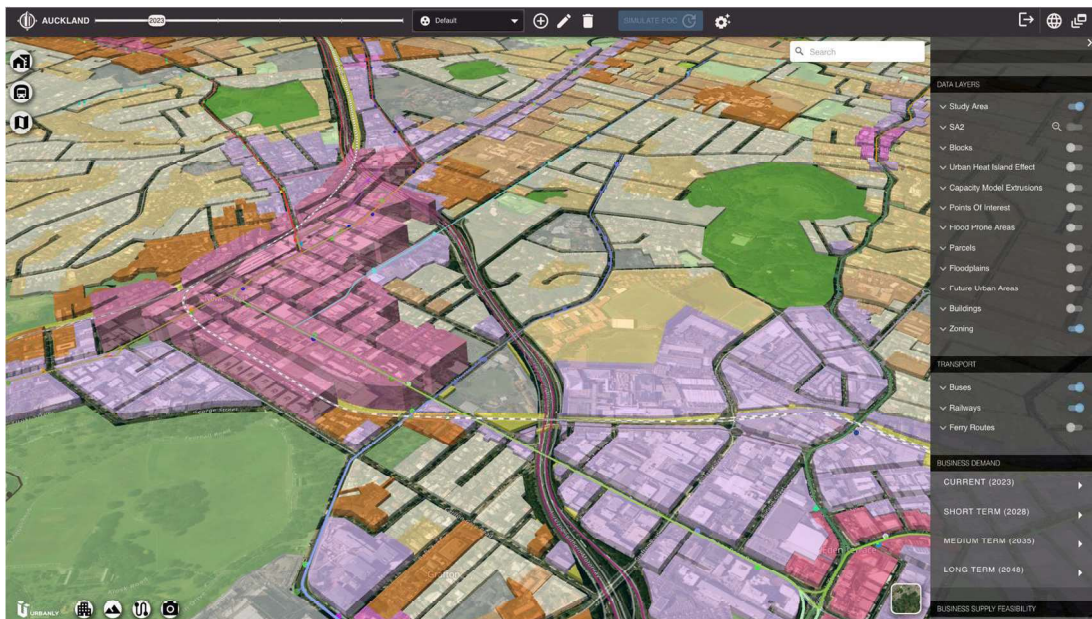
Redevelopment and infill analysis is a core strength of Urbanly's modeling approach and directly addresses PAG's scenario analysis needs for RMAP.

Proforma-based redevelopment: The developer model evaluates redevelopment feasibility on every parcel. A parcel with an underperforming existing use becomes eligible for redevelopment when the estimated value of a new building exceeds the value of the existing use plus demolition and construction costs. This produces emergent redevelopment patterns driven by market conditions, zoning, and accessibility.

Scenario levers available to PAG staff:

- Upzone parcels (change allowable building types or density)
- Restrict or release development in specific areas
- Introduce known pipeline projects as fixed developments
- Fine-tune development parameters by building typology and area

Real-time urban capacity analysis: The platform can ingest building and construction regulations such as maximum heights, density limits, setbacks, and lot coverage, and calculate development capacity parcel by parcel or aggregated to any geographic level. When PAG staff adjust a zoning parameter in a scenario, the capacity impact is calculated and displayed immediately, not after a full model run. This supports the iterative scenario exploration that Cambridge Systematics recommended.



3D zoning and transport network visualization used for urban capacity analysis.

Corridor infill analysis: Our accessibility analysis tools directly answer the question PAG will face in RMAP work: *where in a corridor are the accessibility gaps, and where should new services or*

density be concentrated? This quantitative tool can be run against any transit corridor scenario and returns ranked parcel candidates for infill development.

Employment model, phased approach: Stage 1 will use exogenous employment control totals provided by PAG, distributed to parcels using current employment density and zoning capacity. Stage 2 (implemented following initial model deployment and calibration) will introduce an Employment Location Choice Model (ELCM) estimated on observed QCEW data, enabling the model to endogenously respond to changes in accessibility and land use supply.

K-12 enrollment forecasting: The Cambridge Systematics evaluation identifies K-12 enrollment forecasting as a capability gap in AZ-SMART. The synthetic population carries age-group detail for all persons at the parcel level. A K-12 enrollment module can be developed as a subsequent Phase 2 enhancement, following completion of the core model improvements under this contract, by combining parcel-level population outputs with school district boundaries and age-specific enrollment rates, should PAG elect to advance this capability.

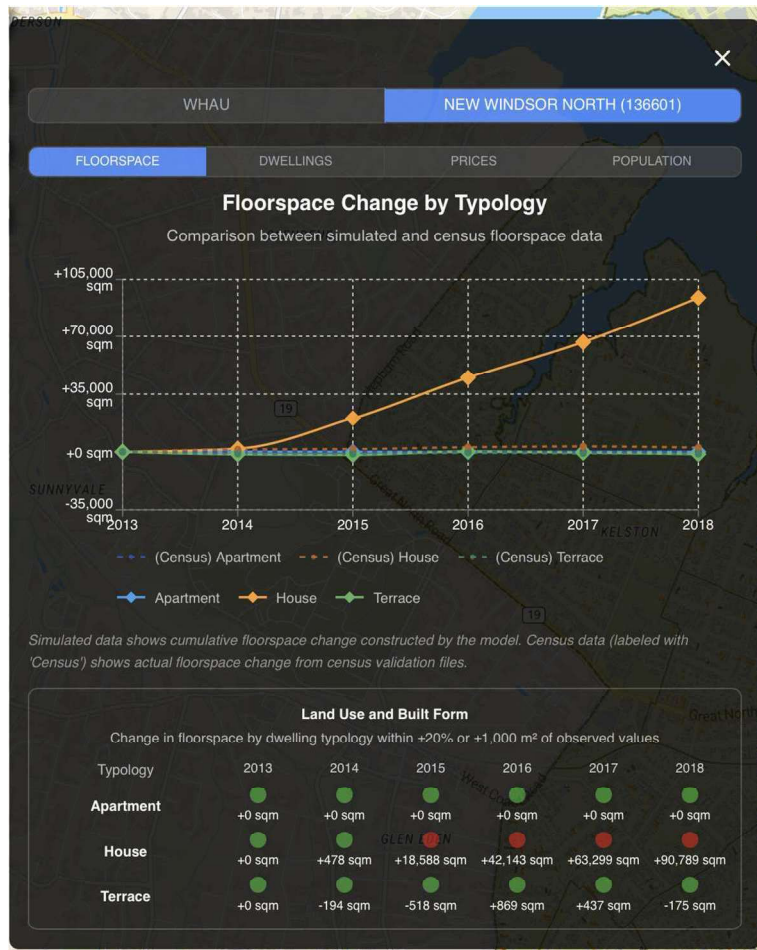
How Our Approach Addresses the Cambridge Systematics Findings

The Cambridge Systematics report identified specific limitations and strategic questions for PAG. The table below maps each finding to the solution proposed in this engagement.

Cambridge Systematics Finding	How This Proposal Addresses It
AZ-SMART “lacks a proforma approach to assessing the financial feasibility of projects”	Proforma-based developer model delivered in Phase 2, calibrated to Tucson market. Production-proven in multiple metro regions.
Jupyter notebook workflow “obscures intermediate results and limits opportunities for inspection”	All simulation entities are inspectable on-screen at any point in time. Embedded console for querying data without switching tools.
Full scenario runs take “up to 24 hours”	Partial exploratory runs deliver results in minutes. Full runs benefit from monthly resolution and parallelisable architecture.
UrbanSim cloud cannot run on same machine as travel model	All components run on PAG’s servers. Travel model integration is a local data exchange.
“PAG may have to wait for requested feature enhancements to coincide with UrbanSim’s software development plans”	PAG works directly with the development team. Enhancements addressed in direct dialogue.
Parcel-level resolution needed; UrbanSim cloud is block-level	Parcel-level resolution throughout. No post-processing required.
PAG staff want access to model code, data, and parameters	Full source code delivery. All parameters under PAG’s control. Version-controlled repository accessible at all times.
Stochastic variability in developer model outputs	Fixed random seed produces reproducible results. Differences attributable to input changes, not noise.

Other QA/QC Procedures

Calibration philosophy: Urbanly’s team has extensive experience in social and policy simulation modeling. Our approach is event-based: we calibrate against the documented effects of specific known past urban events (a new transit corridor, a major rezoning, a significant employment change), rather than overfitting to aggregate historical trend lines. Confidence intervals and scenario sensitivity ranges are produced alongside point estimates.



Calibration output — simulated vs observed

Automated validation reports: At the end of each calibration cycle, the platform produces a standardised validation report comparing simulated outputs to observed benchmarks. This is machine-generated and can be re-run at any time.

Scenario reproducibility: Fixed random seed by default, producing reproducible results across runs with identical inputs.

Co-development and knowledge transfer: PAG modeling staff will work alongside Urbanly's team throughout the engagement, participating in calibration decisions, scenario design, and model review. PAG staff bring direct knowledge of the Tucson region's development patterns, zoning history, and planning context that will inform calibration decisions throughout the engagement. Knowledge transfer is genuinely bidirectional: Urbanly brings platform and methodology expertise; PAG staff bring regional expertise that no outside team can replicate. Training delivered in two phases:

- Component 1 : Platform operation, scenario setup, output interpretation
- Component 2: Model calibration procedures, data update workflows, parameter adjustment

All workflows are documented as step-by-step procedures for staff with Python and GIS proficiency, consistent with **PAG**'s reported skill base.

Deployment and PAG Ownership

All modeling tools will reside entirely within PAG's operational environment. PAG chooses where the system runs: on-premise (local servers or workstations), cloud (AWS, Microsoft Azure, or GitHub Codespaces under a PAG-owned account), or hybrid. The tools use container-based deployment, enabling consistent operation across platforms. PAG staff with Python and GIS proficiency are sufficient to operate the system after training.

Mechanisms to Ensure Timely Responses to PAG Requests

Designated point of contact: A single named project manager will be PAG's primary contact. Responses acknowledged within one business day; substantively addressed within three business days.

Monthly status reports: Delivered by the 5th of each month, covering tasks completed, tasks in progress, milestones upcoming, risks or blockers, and decisions needed from PAG.

Milestone review meetings: At the end of each phase, a formal review meeting with PAG staff to present deliverables, gather feedback, and confirm sign-off.

Issue escalation: Any issue affecting schedule, scope, or quality flagged to PAG's project manager within one business day, with a proposed resolution path.

PAG staff access: All model files, data, and outputs maintained in a version-controlled repository (GitHub or equivalent) accessible to PAG staff at all times.

Project Schedule and Management

We propose that the project be structured in four tasks for Phase 1 and two optional Phases after the completion of Phase 1 in 2027. The specific schedule for each phase will be developed collaboratively with **PAG** staff following contract execution and initial **AZ-SMART** assessment.

Phase/Task	Deliverables
PHASE 1: Deliverable in 2027	
Task 1: Data Foundation	Project kickoff; AZ-SMART assessment and data inventory; parcel and building data processed and delivered for PAG review; regional street and transit network built; general plan / MPA zoning translation delivered for PAG review; base-year employment dataset (QCEW) geocoded and validated; base-year synthetic population generated and validated against census control totals. Milestone: full data foundation delivered; PAG review and sign-off.
Task 2: Model Calibration	HLCM calibration complete; developer model (proforma) calibrated to Tucson market; price model calibrated against local market data; validation report delivered. Milestone: full model calibration complete.
Task 3: Integration and Scenarios	Travel model integration specification finalised with PAG travel model team; integrated land use / travel model feedback loop tested end-to-end; redevelopment and infill scenario module delivered and tested; first full scenario run. Milestone: integrated platform operational.
Task 4: Training and Documentation	Phase 1 staff training delivered (platform operation, scenario setup, output interpretation); Phase 2 employment model (ELCM) delivered and calibrated; full documentation package delivered; Phase 2 staff training (calibration and parameter procedures). Milestone: production-ready platform
Phase 2: Optional (1 Year after Phase 1 completion)	Forecasting and Scenario Model Enhancements, Ongoing support
Phase 3: Optional (for 2 years after Phase 2 completion)	Ongoing support and maintenance

APPENDIX D

PROPOSED BUDGET ESTIMATION

No	Phase/Task	Task Description	Hours		Budget
			Urbanly	Arth	
Phase 1: Target Completion April 30, 2027					
1	Foundation	Kick off meeting and project scoping, Project framing if needed, Data set evaluation and preparation for model systems	120	30	\$ 18,750
2	Model Calibration	Model development, calibration, and testing	550	70	\$ 77,500
3	Integration and Scenarios	TDM integration and testing simple scenarios	250	60	\$ 38,750
4	Training and Documentation	Online training sessions and technical/user documentation	100	20	\$ 15,000
Phase 1			1,020	180	\$ 150,000
5	Enhancements/Support	Forecasting and Scenario Model Enhancements	500	100	\$ 75,000
		Ongoing support till April 2028	150	50	\$ 25,000
Phase 2 (Optional)			650	150	\$ 100,000
6	Annual ongoing Support from April 2028 to April 2030	2 year of Annual Support for system maintenance	180	60	\$ 30,000
Phase 3 (Optional)			180	60	\$ 60,000

SUBJECT: Travel Demand Model Software Upgrade

Meeting	Meeting Date	Agenda Category	Agenda Item #
Regional Council	June 4, 2026	Consent Action	5d

REQUESTED ACTION/SUGGESTED MOTION

Request Regional Council authorization for the Executive Director to negotiate and execute a contract with Caliper Corp., in an amount not to exceed \$130,000, to upgrade PAG’s regional Travel Demand Model (TDM) software from TransCAD version 6 to version 11 in support of regional transportation modeling.

ASSOCIATED OWP WORK ELEMENT/GOAL

Work Element 40: Transportation Activities

SUMMARY

The PAG Travel Demand Model (TDM) has been developed and maintained in Caliper’s TransCAD software since 2005. The Activity-Based Model (ABM) that is currently used for TDM was developed and maintained in TransCAD version 6.0, which was released in 2011 and is no longer updated or formally supported. Maintaining the PAG TDM is critical for PAG’s responsibilities in regional transportation planning, including modeling support for the Regional Mobility and Accessibility Plan (RMAP), the Transportation Improvement Program (TIP), and other regional efforts. Updating the model to function in the latest version of TransCAD is essential to quality output.

This project consists of the following improvements:

- Modification of the existing model source code and application procedures to be compatible with the latest TransCAD version.
- Integration of the core ABM and other independent modules with the new procedure.
- Optimization of the upgraded model and validation with the existing model outputs and validation data.

Caliper is a software developer and the technical service provider for the two platforms used by PAG for regional modeling, TransCAD and TransModeler, through software maintenance subscriptions. Pursuant to PAG’s procurement policy, it is recommended

that PAG engage Caliper for professional services in support of the TransCAD software version upgrade, contracting directly with Caliper given Caliper’s proprietary software and unique qualifications.

PRIOR BOARD AND/OR COMMITTEE ACTION

None.

FINANCIAL CONSIDERATIONS

Upon Regional Council approval, staff will finalize a fee proposal and enter into a contract with Caliper Corp. Contract amount not to exceed \$130,000. Expenditures will occur during FY 2027.

TECHNICAL, POLICY, LEGAL OR OTHER CONSIDERATIONS

None.

ATTACHED ADDITIONAL BACKUP INFORMATION

The scope of work for the contracted services is attached.

Staff Contact/Phone	Michael Ortega, (520) 792-1093, ext.4416 Hyunsoo Noh, (520) 792-1093, ext. 4457 James Tokishi, (520) 792-1093, ext. 4456 Xiao Li, (520) 792-1093, ext. 4459
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SCOPE OF WORK:

PAG TransCAD TDM Model Platform Update

OVERVIEW

As required by federal requirements for MPOs, PAG executes regional transportation planning efforts as well as coordinates environmental impact analyses and regional economic development discussions with PAG’s nine jurisdiction partners and stakeholders. For its long-range transportation plan, called the Regional Mobility and Accessibility Plan (RMAP), and the five-year transportation funding program, called the Transportation Improvement Program (TIP), PAG develops, maintains, and improves regional models for land-use, travel demand, and air quality (AQ). Beyond the fundamental model maintenance, PAG has adopted and developed advanced regional models including an activity-based model (ABM) and dynamic traffic assignment (DTA) model to demonstrate more accurate and realistic regional traffic patterns and detailed behavioral analyses to support regional transportation planning efforts including congestion mitigation, traffic safety improvement, and equity and AQ improvement. This project is an essential effort to keep the travel demand model up to date.

OBJECTIVE

PAG’s current travel demand model is based upon TransCAD 6, an old version of Caliper’s transportation demand modeling software that was initially released in 2011 and is no longer supported or updated. To further improve travel demand modeling and support air quality analyses, updating the travel model platform to a current version is essential. This project focuses on implementing the current ABM on the latest version of TransCAD which is TransCAD 11 that is nearing release. It is expected that the new model will be more accurate, more convenient to use, will run faster, and provide additional functionality that will be useful to PAG. It will also offer access to future features and enhancements that would otherwise be unavailable.

The PAG Model has numerous components and moving parts and makes use of disparate programming languages. The core ABM model, CT-RAMP, is written in JAVA. It relies upon TransCAD for network skimming and assignment as well as matrix access through a matrix dll.

While much of the model script is in TransCAD's native scripting language, the GISDK, there is also significant use of Python and R in addition to JAVA. For reasons of cost, it is expected that each module will remain in its native form as implemented in the update.

TASKS

The tasks below are required to accomplish the objective of an updated TransCAD model platform and regional travel demand model. It is expected that the updated model will maintain equivalent qualities to the existing model and provide additional improvements.

TASK 1 Data/Source Code Assembly - Under this task, Caliper will acquire all of PAG model files and associated data. Caliper will verify that the model can be run "AS IS" and that its outputs are the same as those derived from PAG's model runs. Caliper will acquire source code for all modules for which it is available and identify and request additional data such as traffic counts that could be used to judge model improvements.

TASK 2 Roadway skimming and assignment procedure update - Under this task, Caliper will test and select the procedures to be used for roadway skimming and traffic assignment. This will initially be a user equilibrium procedure to maintain compatibility with the current model. An alternative stochastic user equilibrium formulation may be tested and evaluated. The relevant modules will be run using the updated procedures and the results will be compared with those from the current model.

TASK 3 Transit skimming and assignment procedure update - Under this task, Caliper will implement an up-to-date skimming and assignment using the latest Pathfinding method in TransCAD. Consideration will be given to weights utilized and their impact on assignment. Caliper will then run the core ABM with the updated transit procedures and compare results, resolving any significant differences encountered.

TASK 4 Core ABM Update - Under this task, Caliper will update and run the core ABM using the new inputs described above. New matrix dlls will be used to connect CT-RAMP 2 to the TransCAD matrices and the GISDK code that is used directly or indirectly by CT-RAMP 2 will be updated. The new matrix dlls are required due to updates in the protection mechanism being replaced in newer versions of TransCAD. Some performance improvements may also be achievable.

TASK 5 GISDK Rewrite - Under this task, Caliper will rewrite the GISDK utilized in the model (all the scripts in the gisdsk folder including performance measures). Much of the model code and some modules like the airport model (special generator model), the truck model, and other models are in written in GISDK. The external trip module, which is written in Java, will be

rewritten in GISDK. Many post-processing scripts are written in GISDK and will be updated as necessary.

Task 6 User Interface – Caliper will create a new user interface with the new flowchart interface that will make it possible to run various model components and scenarios in an easy manner.

- *Deliverables: TransCAD 11 with updated scripts and flow-chart UI*

TASK 7 Testing and Optimization - Caliper will test the overall upgraded model to ensure its correctness and similarity to the current model. It is expected that the results will be similar except for any errors that are remedied or enhancements that are achieved. The performance of the model will be evaluated and improvements made to the code to optimize its performance.

TASK 8 Documentation and Training – Caliper will provide a user manual for the upgraded model, document any major changes, and provide recommendations for further improvements in model components. A one-day training class will be given to explain how to run the model with the new interface.

- *Deliverable: User Manual*

The estimated timeline and budget for these tasks follows:

Timeline for PAG TransCAD TDM Model Platform Update

Task	Description	Month					
		1	2	3	4	5	6
1	Data/Source Code Assembly	█					
2	Roadway skimming and assignment procedure update	█	█				
3	Transit skimming and assignment procedure update	█	█				
4	Core ABM Update		█	█	█	█	
5	GISDK Rewrite		█	█	█	█	█
6	User Interface	█	█				
7	Testing and Optimization				█	█	
8	Documentation and Training					█	█

For project update, Caliper team will provide a monthly (of biweekly if needed) meetings.

		Hours by Personnel and Task Description																	
Task		Task 1		Task 2		Task 3		Task 4		Task 5		Task 6		Task 7		Task 8			
		Data/Source Code Assembly		Roadway skimming and assignment procedure update		Transit skimming and assignment procedure update		Core ABM Update		GISDK Rewrite		User Interface		Testing and Optimization		Documentation and Training		Grand Total (All Tasks)	
Cost Categories	Maximum Hourly Rate	Hours	Amount	Hours	Amount	Hours	Amount	Hours	Amount	Hours	Amount	Hours	Amount	Hours	Amount	Hours	Amount	Hours	Amount
President (Howard Slavin)	\$325	2	\$650		\$0		\$0	2	\$650	2	\$650	0	\$0	2	\$650	2	\$650	10	\$3,250
Vice President (Andres Rabinowicz)	\$290		\$0		\$0		\$0	4	\$1,160	6	\$1,740	2	\$580	2	\$580	0	\$0	14	\$4,060
Chief Technology Officer (Wuping Xin)	\$300		\$0		\$0		\$0	16	\$4,800		\$0		\$0		\$0		\$0	16	\$4,800
Director and Project Manager (Jim Lam)	\$285	10	\$2,850	20	\$5,700	26	\$7,410	16	\$4,560	68	\$19,380	24	\$6,840	22	\$6,270	24	\$6,840	210	\$59,850
Principal Transportation Engineer (Srin Sundaram)	\$250	0	\$0	4	\$1,000	6	\$1,500	54	\$13,500	24	\$6,000	8	\$2,000	10	\$2,500	4	\$1,000	110	\$27,500
Senior Transportation Modeler (Kyle Ward)	\$250							12	\$3,000					4	\$1,000			16	\$4,000
Total		12	\$3,500	24	\$6,700	32	\$8,910	104	\$27,670	100	\$27,770	34	\$9,420	40	\$11,000	30	\$8,490	376	\$103,460

SUBJECT: FY 2025–FY 2029 PAG Transportation Improvement Program (TIP) Amendment #2025.050

Meeting	Meeting Date	Agenda Category	Agenda Item #
Regional Council	June 4, 2026	Action	6

REQUESTED ACTION/SUGGESTED MOTION

The Regional Council will be asked to approve a formal amendment to the PAG FY 2025–FY 2029 Transportation Improvement Program (TIP).

ASSOCIATED OWP WORK ELEMENT/GOAL

Work Element 40, Transportation Activities

SUMMARY

As the region’s designated metropolitan planning organization (MPO), PAG is responsible for maintaining the transportation improvement program (TIP), including processing amendments to the FY 2025–FY 2029 TIP.

Item A programs a total of \$2,243,000 in FTA 5311 Year 2 grant awards for the FY 2024 cycle, and \$978,000 of RTA TPT as the corresponding non-federal match.

Item B programs a total of \$379,000 in FTA 5339 Year 2 grant awards for the FY 2024 cycle, and \$76,000 of RTA TPT as the corresponding non-federal match.

Per the most recent ADOT guidance, FTA funds are programmed in the year of fund availability, in this case, FY 2026.

PRIOR BOARD AND/OR COMMITTEE ACTION

- At its April 15, 2026, meeting, the Transportation Planning Committee (TPC) recommended approval of this TIP amendment.
- At its May 13, 2026, meeting, the Management Committee recommended approval of this TIP amendment.

FINANCIAL CONSIDERATIONS

- For TIP ID 59.16, \$4,000 in FTA funding was from the CARES Act and did not require a non-federal match.
- For TIP ID 60.16, \$530,000 in FTA funding was from the CARES Act, \$47,000 was from the ARP program, and neither required a non-federal match.
- For TIP ID 7.26, an additional \$6,000 of RTA funding is programmed to address cost increases that occurred after the grant was initially submitted.

TECHNICAL, POLICY, LEGAL OR OTHER CONSIDERATIONS

This TIP amendment complies with ADOT guidelines per [ADOT's TIP Amendment Guidelines](#) and aligns with PAG's TIP policies and procedures in Appendix 3 of the [approved FY 2025–FY 2029 TIP](#).

ATTACHED ADDITIONAL BACKUP INFORMATION

Proposed Formal Amendment No. 2025.050 to the PAG FY 2025–FY 2029 TIP.

Staff Contact/Phone	Michael J. Ortega, (520) 792-1093 Jamie Brown, (520) 792-1093, ext. 4473 Adam Ledford, (520) 792-1093, ext. 4434
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TipID	RTAID	STREET/PROJECT NAME	PROPOSED FUNDING (IN THOUSANDS OF DOLLARS)					
			FISCAL YEAR					
SponsorID	Length	LOCATION	TOTAL COST	2025	2026	2027	2028	2029
StateID	Existing Lanes	PROJECT DESCRIPTION						
FedID	After Lanes	AQ STATUS						

ITEM A

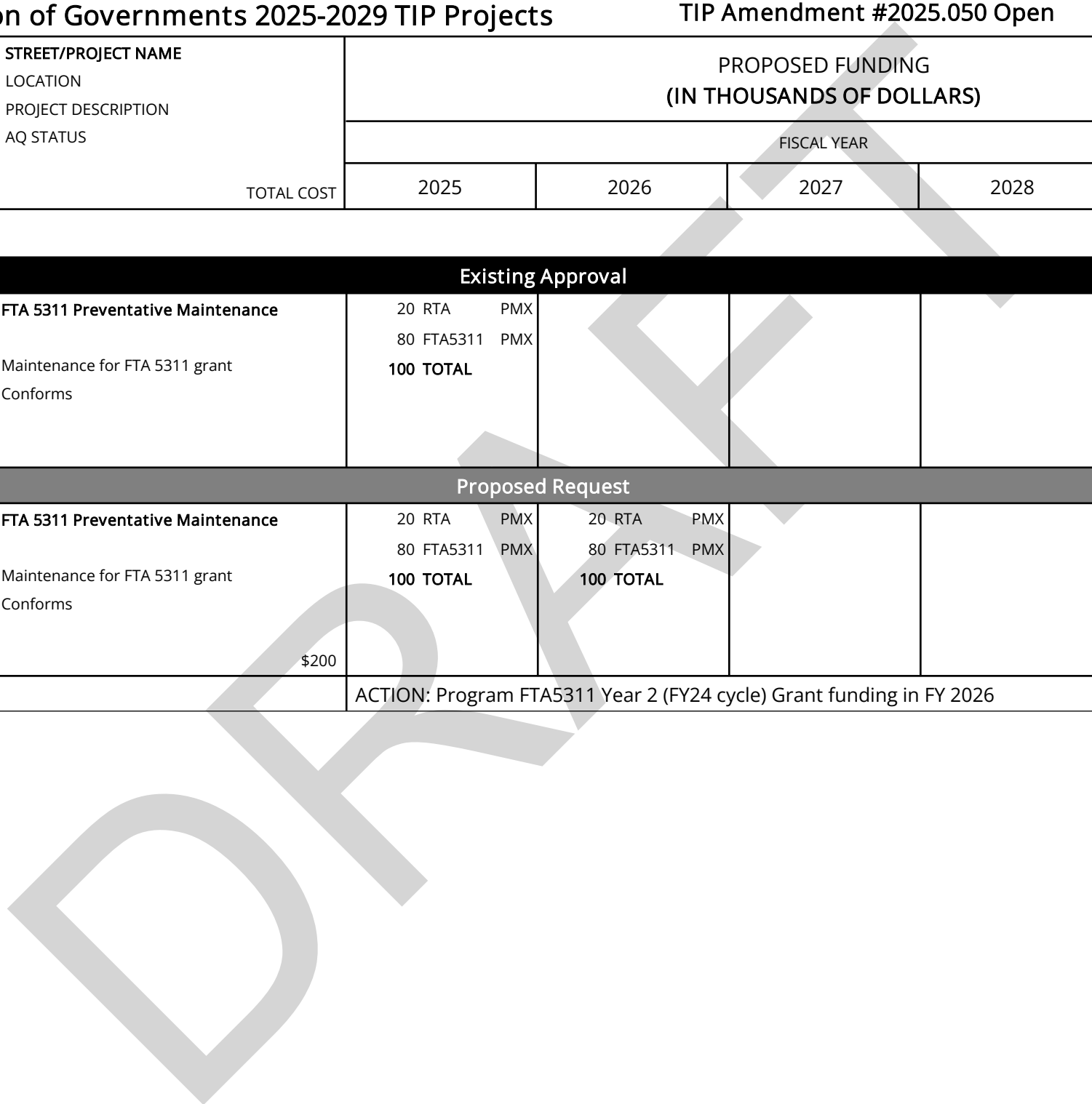
Existing Approval

58.16	48__	FTA 5311 Preventative Maintenance Maintenance for FTA 5311 grant Conforms	20 RTA PMX 80 FTA5311 PMX 100 TOTAL					
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Proposed Request

58.16	48__	FTA 5311 Preventative Maintenance Maintenance for FTA 5311 grant Conforms	20 RTA PMX 80 FTA5311 PMX 100 TOTAL	20 RTA PMX 80 FTA5311 PMX 100 TOTAL				
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SPONSOR: RTA ACTION: Program FTA5311 Year 2 (FY24 cycle) Grant funding in FY 2026



TipID	RTAID	STREET/PROJECT NAME	PROPOSED FUNDING (IN THOUSANDS OF DOLLARS)					
			FISCAL YEAR					
SponsorID	Length	LOCATION	TOTAL COST	2025	2026	2027	2028	2029
StateID	Existing Lanes	PROJECT DESCRIPTION						
FedID	After Lanes	AQ STATUS						

ITEM A

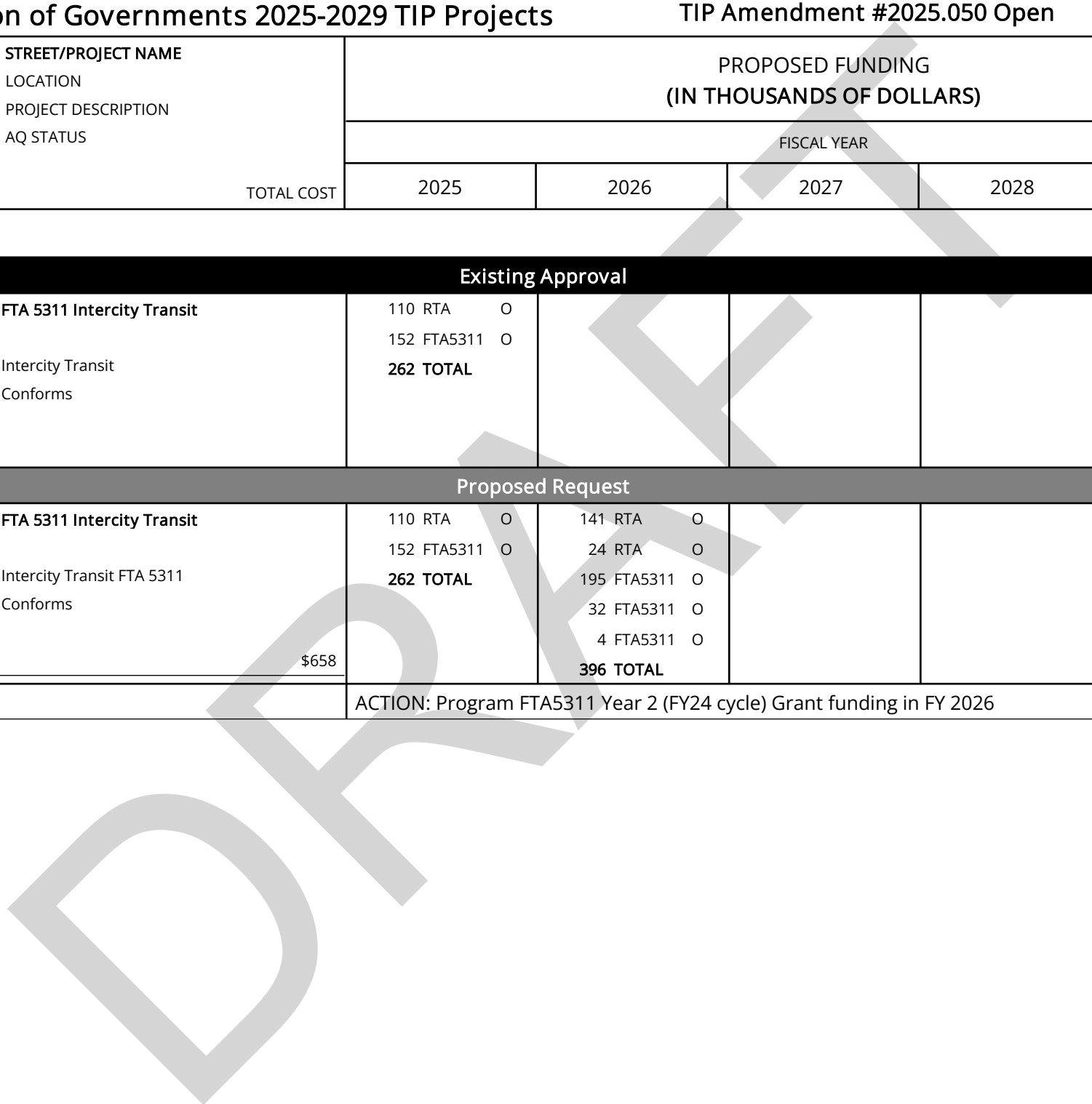
Existing Approval

59.16	48__	FTA 5311 Intercity Transit	110 RTA O					
			152 FTA5311 O					
		Intercity Transit	262 TOTAL					
		Conforms						

Proposed Request

59.16	48__	FTA 5311 Intercity Transit	110 RTA O	141 RTA O				
			152 FTA5311 O	24 RTA O				
		Intercity Transit FTA 5311	262 TOTAL	195 FTA5311 O				
		Conforms		32 FTA5311 O				
				4 FTA5311 O				
				396 TOTAL				
			\$658					

SPONSOR: RTA ACTION: Program FTA5311 Year 2 (FY24 cycle) Grant funding in FY 2026



TipID	RTAID	STREET/PROJECT NAME	PROPOSED FUNDING (IN THOUSANDS OF DOLLARS)					
			FISCAL YEAR					
SponsorID	Length	LOCATION	TOTAL COST	2025	2026	2027	2028	2029
StateID	Existing Lanes	PROJECT DESCRIPTION						
FedID	After Lanes	AQ STATUS						

ITEM A

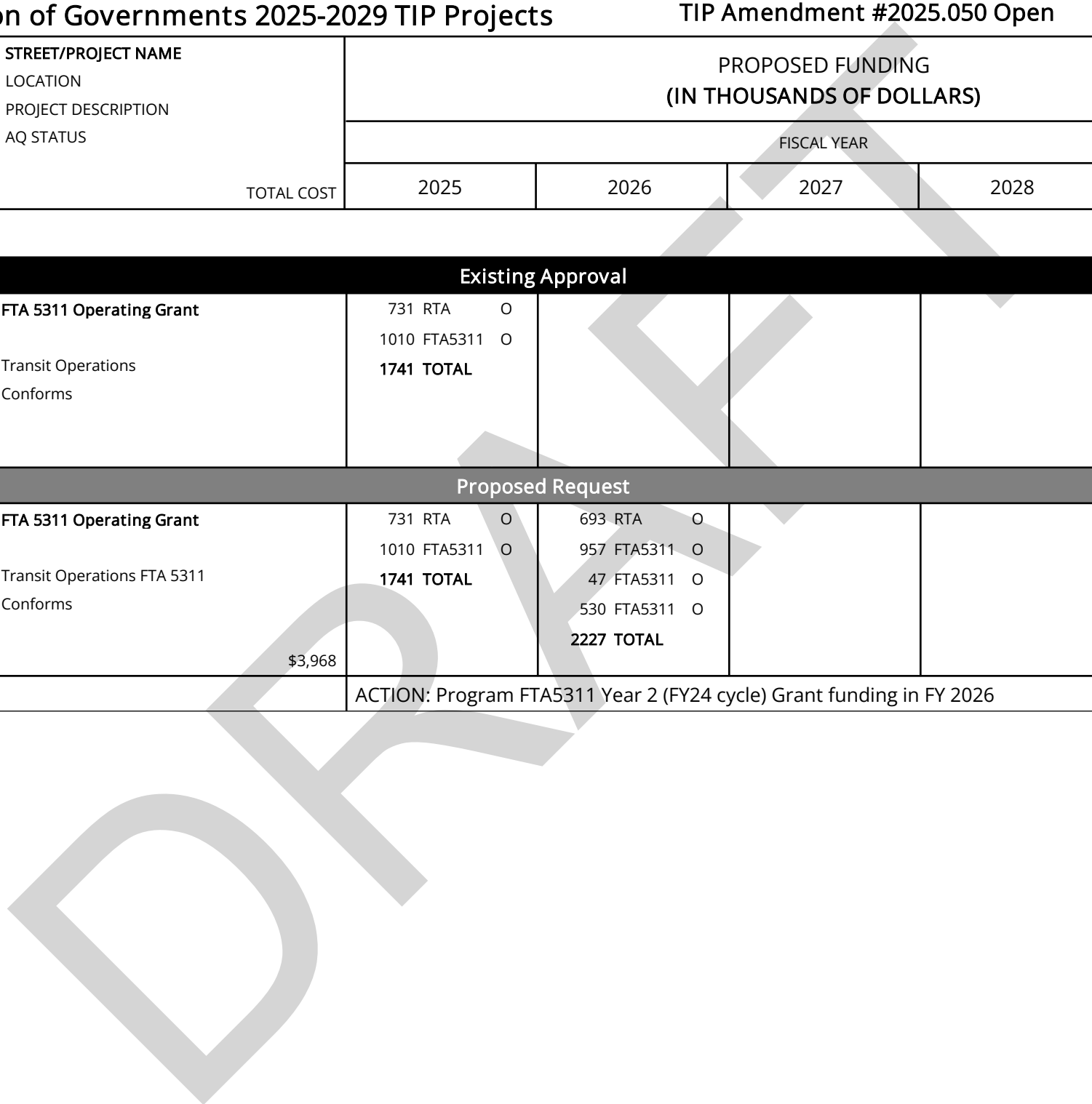
Existing Approval

60.16	48__	FTA 5311 Operating Grant Transit Operations Conforms	731 RTA O 1010 FTA5311 O 1741 TOTAL					
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Proposed Request

60.16	48__	FTA 5311 Operating Grant Transit Operations FTA 5311 Conforms	731 RTA O 1010 FTA5311 O 1741 TOTAL	693 RTA O 957 FTA5311 O 47 FTA5311 O 530 FTA5311 O 2227 TOTAL				
			\$3,968					

SPONSOR: RTA ACTION: Program FTA5311 Year 2 (FY24 cycle) Grant funding in FY 2026



TipID	RTAID	STREET/PROJECT NAME	PROPOSED FUNDING (IN THOUSANDS OF DOLLARS)					
			FISCAL YEAR					
SponsorID	Length	LOCATION	TOTAL COST	2025	2026	2027	2028	2029
StateID	Existing Lanes	PROJECT DESCRIPTION						
FedID	After Lanes	AQ STATUS						

ITEM B

Existing Approval

6.26	48__	5339 Bus Replacements <30 FT FTA 5339 FY 2024 Year 2 Award N/A						
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Proposed Request

6.26	48__	5339 Bus Replacements <30 FT FTA 5339 FY 2024 Year 2 Award N/A	\$422	32 RTA P 32 RTA P 179 FTA5339 P 179 FTA5339 P 422 TOTAL				
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SPONSOR: RTA ACTION: Program FTA5339 Year 2 (FY24 cycle) Grant funding in FY 2026

TipID	RTAID	STREET/PROJECT NAME	PROPOSED FUNDING (IN THOUSANDS OF DOLLARS)					
			FISCAL YEAR					
SponsorID	Length	LOCATION	TOTAL COST	2025	2026	2027	2028	2029
StateID	Existing Lanes	PROJECT DESCRIPTION						
FedID	After Lanes	AQ STATUS						

ITEM B

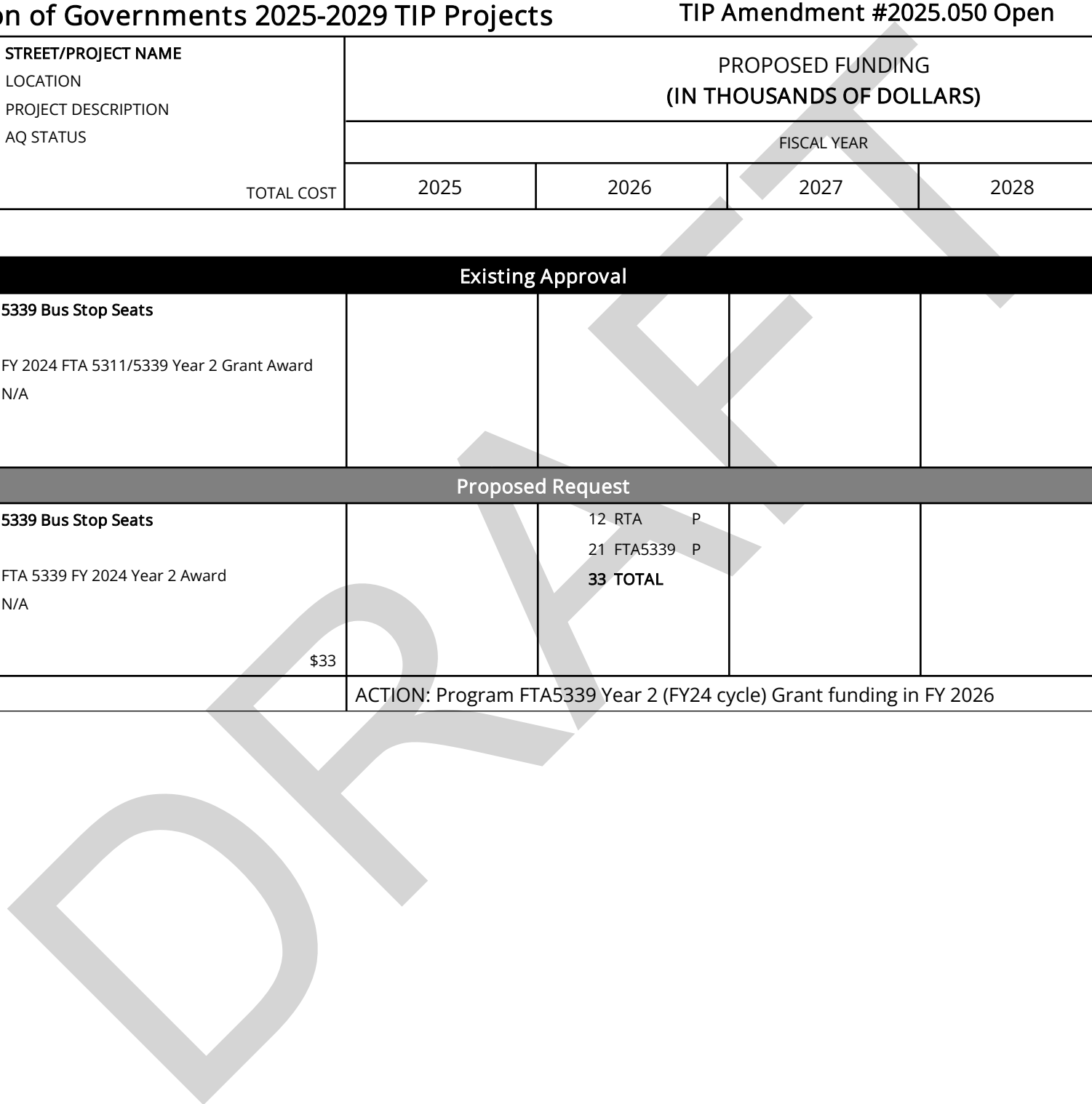
Existing Approval

7.26	48__	5339 Bus Stop Seats						
		FY 2024 FTA 5311/5339 Year 2 Grant Award						
		N/A						

Proposed Request

7.26	48__	5339 Bus Stop Seats		12 RTA P				
		FTA 5339 FY 2024 Year 2 Award		21 FTA5339 P				
		N/A		33 TOTAL				
			\$33					

SPONSOR: RTA ACTION: Program FTA5339 Year 2 (FY24 cycle) Grant funding in FY 2026



SUBJECT: Federal and State Legislative Update

Meeting	Meeting Date	Agenda Category	Agenda Item #
Regional Council	June 4, 2026	Information	7

REQUESTED ACTION/SUGGESTED MOTION

This is an information item.

ASSOCIATED OWP WORK ELEMENT/GOAL

40 – Transportation Activities, AP 40.9: Track, monitor, assess and report on financial resources, policies and proposals related to transportation and the capacity of the region to deliver both long-range and short-range transportation plans and programs.

SUMMARY

An update will be provided on federal and state legislation of relevance to PAG, with a focus on transportation funding. Federal and state sources compose a significant proportion of transportation funding that is allocated to regional projects and programs. Thus, legislation that may alter these funding sources is closely tracked.

The current federal surface transportation authorization, the Infrastructure Investment and Jobs Act (IIJA), expires on Sept. 30, 2026. New legislation is currently under development (e.g., the “BUILD America 250 Act” was recently introduced in the House of Representatives).

PRIOR BOARD AND/OR COMMITTEE ACTION

None.

FINANCIAL CONSIDERATIONS

Please see summary above.

TECHNICAL, POLICY, LEGAL OR OTHER CONSIDERATIONS

Please see summary above.

ATTACHED ADDITIONAL BACKUP INFORMATION

None.

Staff Contact/Phone	Michael J. Ortega, (520) 792-1093 Dan Gabiou, (520) 792-1093 Jeanette DeRenne, (520) 792-1093 Jamie Brown, (520) 792-1093, ext. 4473
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SUBJECT: PAG Resolution Regarding Regional Funding

Meeting	Meeting Date	Agenda Category	Agenda Item #
Regional Council	June 4, 2026	Action	8

REQUESTED ACTION/SUGGESTED MOTION

The Regional Council will be asked to approve resolution 2026-001 to discontinue the allocation of state Highway User Revenue Fund (HURF) and federal Surface Transportation Block Grant (STBG) funds exclusively to RTA projects once the commitment of the projected \$237,363,000 of non-RTA dollars for Regional Transportation Authority (RTA) Next plan Element 1A projects has been satisfied.

ASSOCIATED OWP WORK ELEMENT/GOAL

Work Element 40, Transportation Activities

SUMMARY

The RTA Next plan continues the regional funding allocation of HURF 12.6% and STBG >200k funds to RTA projects for Element 1A projects of the plan. However, based on RTA Board discussions during the development of the RTA Next plan, this regional funding policy was not intended to continue beyond fulfilling the non-RTA funding commitment for Element 1A projects. Therefore, the attached resolution seeks to memorialize the discontinuation of this practice once that commitment has been satisfied.

PRIOR BOARD AND/OR COMMITTEE ACTION

On Aug. 25, 2025, the RTA Board approved the RTA Next plan, which includes a footnote for RTA Next plan Element 1A projects, stating: “Use of Regional Funds: Committed Non-RTA Dollars for completion of Roadway (multimodal) Corridor Element are through the PAG Regional Funding during the first five (5) fiscal years of the program.”

FINANCIAL CONSIDERATIONS

This policy is consistent with the funding commitments for RTA Next Element 1A projects per the voter-approved RTA Next plan.

TECHNICAL, POLICY, LEGAL OR OTHER CONSIDERATIONS

PAG is a federally designated Metropolitan Planning Organization (MPO), with the responsibility to develop and maintain a short-range program of priority projects known as the Transportation Improvement Program (TIP) and described in 23 USC 134. The TIP document, which is approved and amended by the PAG Regional Council, includes policies and procedures guiding the development and administration of the TIP. The TIP identifies and allocates funds from regional, state, and federal sources, including the Regional Transportation Authority (RTA), and others.

ATTACHED ADDITIONAL BACKUP INFORMATION

Resolution 2026-001.

Staff Contact/Phone	Mike Ortega, (520) 792-1093, ext. 4420 Dan Gabiou, (520) 792-1093, ext. 4438 Jamie Brown, (520) 792-1093, ext. 4473 James Towe, (520) 792, 1093, ext. 4471 Adam Ledford, (520) 792-1093, ext. 4434
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DRAFT



RESOLUTION NO. 2026-001

Pima Association of Governments (PAG) resolution to discontinue the regional funding allocations of state Highway User Revenue Fund (HURF) and federal Surface Transportation Block Grant (STBG) funds exclusively to RTA projects once the commitment of the projected \$237,363,000 of non-RTA dollars for Regional Transportation Authority (RTA) Next plan Element 1A projects has been satisfied.

Whereas PAG is a federally designated Metropolitan Planning Organization (MPO), with the responsibility to develop and maintain a short-range program of priority projects known as the Transportation Improvement Program (TIP) and described in 23 USC 134. The TIP document, which is approved and amended by the PAG Regional Council, includes policies and procedures guiding the development and administration of the TIP. The TIP identifies and allocates funds from regional, state, and federal sources, including the Regional Transportation Authority (RTA), and others.

Whereas the PAG region receives monthly allocations of Arizona Highway User Revenue Funds (HURF), the amount of which is determined by statutory formula per ARS 28-6538.B.2. These HURF funds are informally referred to as HURF 12.6%, reflecting the formula in state statute (i.e., “At least twelve and six-tenths percent of the revenues. . .”).

Whereas the PAG region receives apportionments of federal surface transportation funds from several federal programs suballocated to PAG by ADOT based on formula. These apportionments include federal Surface Transportation Block Grant (STBG) funds, which are suballocated based on population categories and geographic boundaries determined by the U.S. Census. The majority of the STBG is suballocated to the greater than 200,000 population area (>200k) within the PAG region.

Whereas at the Jan. 23, 2014, RTA Board meeting, a motion was approved stating that “the TIP Policy for regional funding shall be to augment RTA projects using the regional funds available from FY 2020-26, . . .” This policy has applied to regional HURF 12.6% and STBG >200k funds for roadway element projects.

Whereas prior to this TIP policy going into effect, regional HURF and STBG funds were made available on an annual basis for PAG member agencies to apply and compete for. These funds supported the delivery of numerous transportation improvements within the PAG region and were not limited to RTA projects.

Whereas the RTA Next plan, approved by Pima County voters on March 10, 2026, includes a footnote for Element 1A projects that states: “Use of Regional Funds: Committed Non-RTA Dollars for completion of Roadway (multimodal) Corridor Element are through the PAG Regional Funding during the first five (5) fiscal years of the

program.” The total projected amount of \$237,363,000 was calculated based on estimates for five years of HURF 12.6% revenues and STBG >200k apportionments, combined.

Whereas, during the development of the RTA Next plan, PAG member agencies agreed that the allocation of regional funding exclusively to RTA priorities would cease after the five-year allocations to RTA Next plan Element 1A projects have been satisfied.

Therefore, the PAG Regional Council resolves to honor this agreement to discontinue the prior policy on regional funding allocations and to honor the commitment included in the voter approved RTA Next Plan as described above by amending the PAG TIP Policies and Procedures with the following text: “The Regional Council policy for regional HURF 12.6% and STBG >200k funding shall be to continue the regional funding allocations only to RTA projects until the commitment of the projected \$237,363,000 of non-RTA dollars for Regional Transportation Authority (RTA) Next plan Element 1A projects has been satisfied, which is anticipated to occur by the end of fiscal year 2031.”

SUBJECT: Committee Restructuring and Bylaws

Meeting	Meeting Date	Agenda Category	Agenda Item #
Regional Council	June 4, 2026	Feedback and Possible Recommendations	9

REQUESTED ACTION/SUGGESTED MOTION

This is an action item to recommend the committee restructuring proposal and direct staff to continue development of related bylaws.

ASSOCIATED OWP WORK ELEMENT/GOAL

N/A

SUMMARY

In January, the PAG Regional Council requested staff give an update on the purpose and structure of PAG and Regional Transportation Authority committees. Updates on the purpose and current structure were provided to the PAG Regional Council and Management Committee at their March meetings.

PAG and RTA have a committee structure as follows:

- Governing body
- Advisory
- Technical Advisory
- Oversight (RTA only)

The purpose, membership and meeting schedules are outlined in the PAG-RTA Committee Fact Sheets, which are posted online at https://pagregion.com/wp-content/docs/pag/2022/01/Committee_Fact_Sheets.pdf. The fact sheets are reviewed and updated annually, and new members are updated on the fact sheets when first assigned.

Apart from the PAG Regional Council and RTA Board, PAG has 12 committee groups and the RTA has five committee groups.

PAG Regional Council

- Management Committee
- Transportation Planning Committee
 - Transportation Systems and Safety Subcommittee
 - Transportation Improvement Program Subcommittee
- Population Technical Subcommittee
- Environmental Planning Advisory Committee
 - Air Quality Subcommittee

- Watershed Planning Subcommittee
- Social Services Planning Subcommittee
- Mobility Coordination Working Group
- TRP (Travel Reduction Program) Regional Task Force
- Regional Pavement Management Task Force

RTA Board

- Citizens Accountability for Regional Transportation (CART) Committee
- Technical Management Committee
 - TMC Policy Subcommittee
 - Transit Working Group
- Transit Safety Group

PAG staff members will share a presentation of an updated committee structure to streamline the number of meetings for efficiency.

PRIOR BOARD AND/OR COMMITTEE ACTION

- Management Committee reviewed this item at its meeting on March 18, 2026.
- Regional Council reviewed this item at its March 26, 2026, meeting.
- The RTA Technical Management Committee reviewed an updated committee structure at its May 13, 2026, retreat, and recommended the proposed committee restructuring and asked staff to develop the accompanying draft bylaws.

FINANCIAL CONSIDERATIONS

None.

TECHNICAL, POLICY, LEGAL OR OTHER CONSIDERATIONS

EPAC bylaws reference Sept. 28, 1978, committee establishment by the PAG Regional Council to comply with the provisions of the 1977 Clean Air Act, the 1977 Clean Water Act, the 1977 Resource Conservation and Recovery Act, and the Environmental Protection Agency (EPA) regulations adopted pursuant to these acts.

ATTACHED ADDITIONAL BACKUP INFORMATION

- Chart outlining committee role, name, purpose and meeting schedule
- Copy of the Committee Restructuring Presentation

<p>Staff Contact/Phone</p>	<p>Michael J. Ortega, (520) 792-1093 Jeanette DeRenne, (520) 792-1093 Rick Ellis, (520) 792-1093</p>
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	Mary Carter, (520) 792-1093 Shelia Storm, (520) 792-1093
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PAG-RTA Committees			
Committee Role	Committee Name	Purpose	Meeting Schedule
Governing Body	Regional Council	Purpose: In compliance with federal and state regulations, develop, adopt and/or endorse policies, plans, reports and other submittals related to regional plans and needs that require action on an areawide or regional basis, including air quality, water quality and transportation. Involve local and state governments in a voluntary and cooperative manner to develop regional solutions. Act in its capacity as the federally designated metropolitan planning organization and as the U.S. Environmental Protection Agency-designated lead agency for air, water quality and solid waste planning for the Tucson urban area.	Usually holds meetings on the fourth Thursday of January, March, May, July and September, and first Thursday in December.
Advisory	Management Committee	Purpose: Review and make recommendations to the PAG Executive Director on information, reports and plans developed by PAG that address regional problems and needs, requiring action on an areawide or regional basis, including regional air quality, water quality, and transportation issues. Assess technical and policy implications and determine action needed.	Typically meets the second Wednesday of January, March, May, July, September and November.
Technical Advisory	Transportation Planning Committee	Purpose: Provides technical review and develops recommendations on studies, reports, plans, programs and submittals	Meets monthly. Usually on the third Wednesday of the month.

		<p>in support of continuous, comprehensive and cooperative multimodal regional transportation planning and programming within the PAG planning area. Maintains the current Transportation Improvement Program (TIP) through amendments and other actions as necessary and monitors the implementation status of the approved TIP projects.</p>	
Technical Advisory	Transportation Systems and Safety Subcommittee	<p>Purpose: To develop, review and make recommendations regarding intelligent transportation systems, transportation safety and operations issues. To provide recommendations for expenditures in the following RTA Safety Element categories.</p>	As needed.
Technical Advisory	Transportation Improvement Program Subcommittee	<p>Purpose: To assist, as needed, with technical review in support of the development of the Transportation Improvement Program (TIP).</p>	Meets during the TIP development cycle.
Technical Advisory	Population Technical Subcommittee	<p>Purpose: To coordinate on socio-economic and land use data collection, and validation of population estimates and projections. The Code of Federal Regulations and the Clean Air Act amendments of 1990 require that PAG approved population projections be used for air quality conformity modeling, areawide water quality planning as</p>	As needed, depending on the release of population estimates and/or projections.

		well as other regional planning efforts.	
Technical Advisory	Environmental Planning Advisory Committee	Purpose: In compliance with federal and state laws and regulations provides technical review and develops recommendations on environmental studies, reports, plans and programs in support of continuous, comprehensive and cooperative sustainability planning and programming within the PAG planning area. Provides information to and coordinates among jurisdictional and other members on regional environmental planning issues.	Four meetings per year.
Technical Advisory Subcommittee	Air Quality Subcommittee	Purpose: To evaluate regional compliance issues relating to the 1977 Clean Air Act. Reviews and makes recommendations about air quality plans and proposals, such as non-attainment and maintenance area plans. Identify air-related priorities and provide guidance on these issues to EPAC in compliance with federal and state laws and regulations.	As needed.
Technical Advisory	Watershed Planning Subcommittee	Purpose: As required for PAG as a Designated Planning Agency, to review and advise on the Areawide ("208") Water Quality Management Plan, amendments as needed and annual administrative updates. To identify pollution control priorities for public health and welfare; to analyze regionally significant	As needed

		water-related issues and convey recommendations to EPAC.	
Ad Hoc Advisory	Social Services Planning Subcommittee	Purpose: To develop the regional component to the State Social Services (Title XX) Plan for consideration by the PAG Management Committee for submission to the Arizona Department of Economic Security (DES). To gather, compile and coordinate data on human service needs to support the development of the State Social Services (Title XX) Plan. To prioritize human service needs for Region II based on public input, planning considerations and federal and state regulations. To designate regional funding allocation for social service categories.	As needed.
Ad Hoc Advisory	Mobility Coordination Working Group	Purpose: To identify coordination actions and strategies to eliminate or reduce duplication of services, improve customer access to services and improve utilization of resources. To increase stakeholder involvement via coordination and collaboration	Meets 4 times per year (typically once per quarter). Participants include subrecipients (both public agencies and non-profits) of FTA Section 5310 funding and other organizations serving elderly and disabled populations. Subrecipients of FTA Section 5310 funding are required to participate, as are potential applicants of FTA Section 5310 funding.
Advisory	TRP Regional Task Force	Purpose: Defined by the Travel Reduction Ordinance, (TRO) to oversee compliance of the Travel Reduction Ordinance. Travel reduction program regional task force" means that task force	Meets twice a year (June & November) with members defined as 10 major employer representatives and all jurisdictions participating in the program except the TO Nation or the PY Tribe

		<p>established pursuant to the intergovernmental agreement entered into by the local jurisdictions for the purpose of implementing a uniform travel reduction program.</p>	<p>who are not bound by the TRO. This is not an enforcement agency. Enforcement power resides with each jurisdiction. This committee is also required by the ADEQ contract agreement PAG annually enters into to receive funds for the administration of the program.</p>
Technical Advisory	Regional Pavement Management Task Force	<p>Purpose: To coordinate the Regional Pavement Condition Data needs and collection. Task Force reviews regional pavement condition data collected by our consultant on a three year collection cycle, insuring all eligible roadways have been collected and that the collected data is accurate prior to being shared regionally.</p>	As needed.
Governing Body	RTA Board	<p>Purpose: In compliance with state regulations, it is responsible for fiscal management and implementation of the voter-approved, 20-year multimodal transportation plan, effective through June 30, 2026. Duties include overseeing the implementation of 35 major roadway projects including scheduling and budgets. Make final determination of projects which are included in the categorical listing on the ballot. Oversee the proposed transit improvements.</p>	Usually holds monthly meetings on the fourth Thursday of January, March, May, July and September, and the first Thursday in December.
Citizen Oversight Committee	CART Committee	<p>Purpose: Independently monitor progress toward implementation of the</p>	Quarterly, or as needed.

		2006 voter-approved RTA plan. Oversight responsibilities include project delivery, review of revenue projections and project expenditures.	
Technical Advisory	Technical Management Committee	Purpose: This technical advisory committee monitors the technical performance of the 2006 voter-approved RTA plan and provides input to the CART Committee as needed.	Quarterly, or as needed.
Technical	TMC Policy Subcommittee	Purpose: This subcommittee is charged with the responsibility of reviewing the existing RTA Policies, Objectives and Procedures (POPs), developing new policy and policy revision recommendations to the RTA TMC, which in turn makes recommendations to the RTA Executive Director.	As needed.
Technical	Transit Working Group	Purpose: This working group exists to provide a space for jurisdictional representatives and other local stakeholders to be informed of any significant public transit events taking place in the county, as well as a place to negotiate the breakout of annual FTA 5307 grant awards. This group does not approve official items but provides recommendations to the TPC for official approval.	As needed.
Technical	Transit Safety Committee	Purpose: The TSC is a federally required committee that edits, reviews and recommends approval of the RTA's Public Transportation Agency Safety Plan (PTASP) each	At least annually.

		<p>year. The committee is represented by the RTA's contracted transit operators (currently MTM Transit), made up of equal parts management staff and frontline staff. The committee also provides safety-related updates for Sun Shuttle service operations and discusses ways in which safety can be improved for all staff members.</p>	
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PAG-RTA Committee Organizational Structure Review

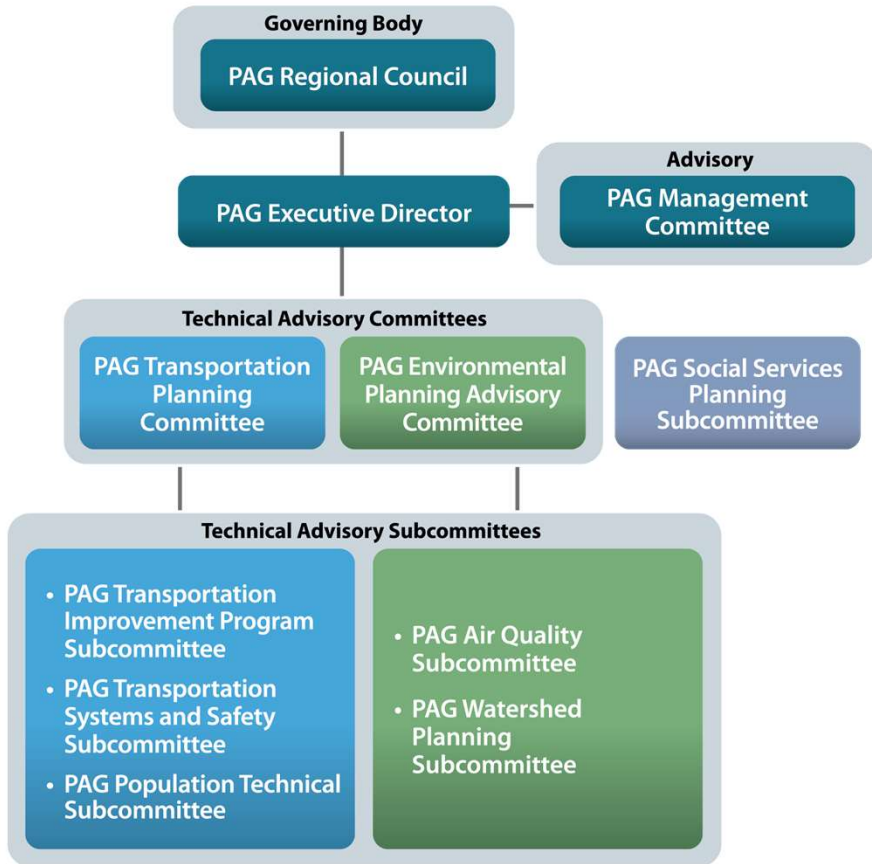
June 4, 2026

PAG Regional Council



Sheila Storm, APR, Communications Director





Current PAG-RTA Committee Org Chart



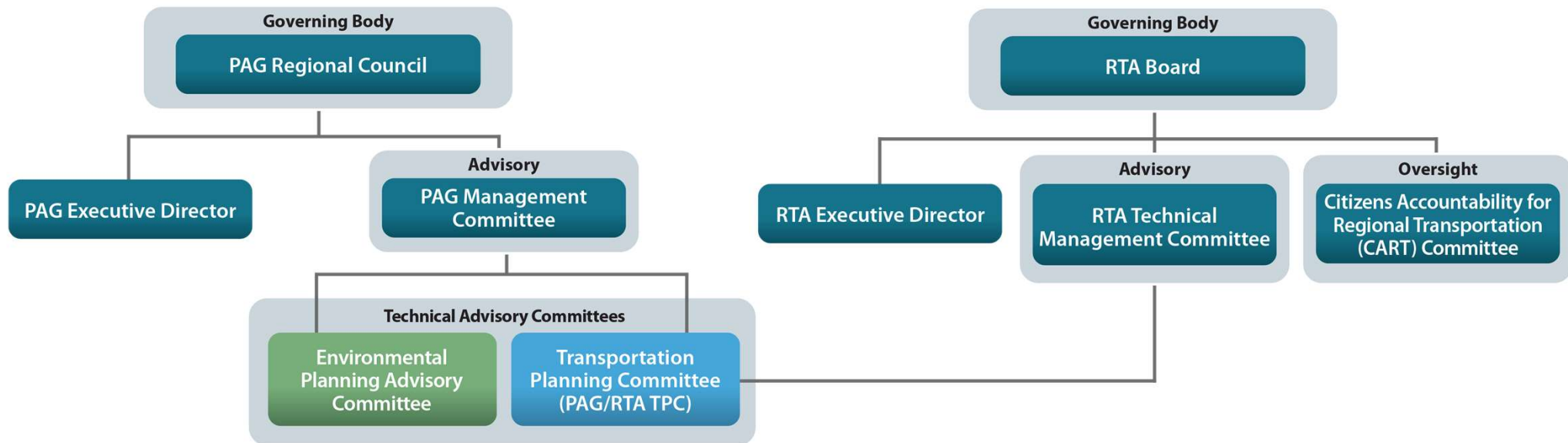
Committee Restructure Proposal



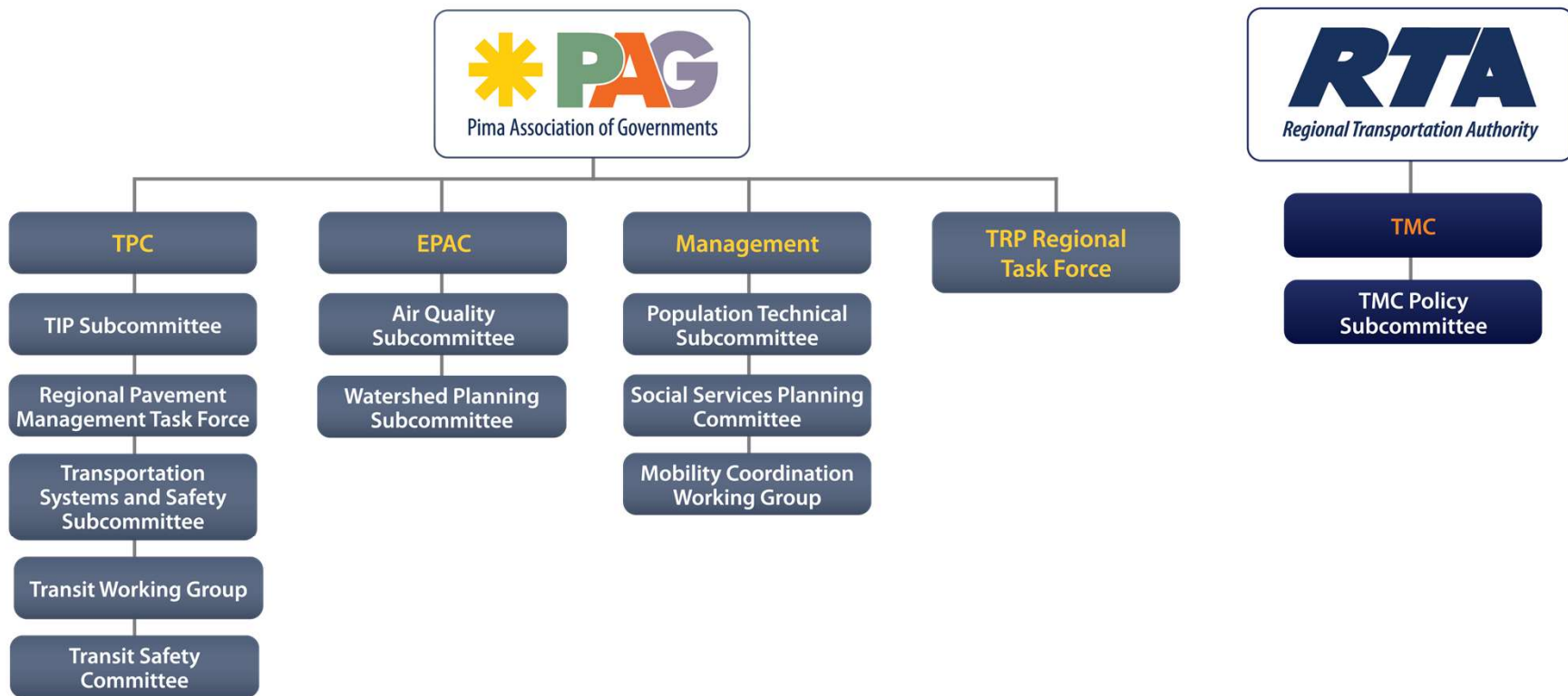
Pima Association of Governments



Regional Transportation Authority



Active Subcommittees or Working Groups



Committee Purpose, Value and Expectations



Purpose

- Recommend policy to PAG Regional Council/RTA Board
 - Example: RTA Administrative Code
- Recommend action to PAG Regional Council/RTA Board
 - Example: Approve PAG 2055 Regional Mobility and Accessibility Plan



Value

- Provide management insights
 - Project delivery
- Provide technical insights
 - Engineering
- Provide financial insights
- Provide citizen insights



Expectations

- Focus on regional vision, goals (OWP)
- Work collaboratively for the benefit of the region
- Act to advance quality of life for the region

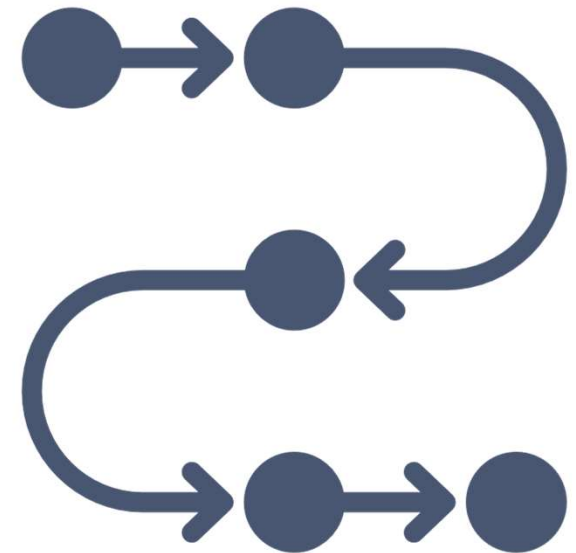


New approach to getting things done



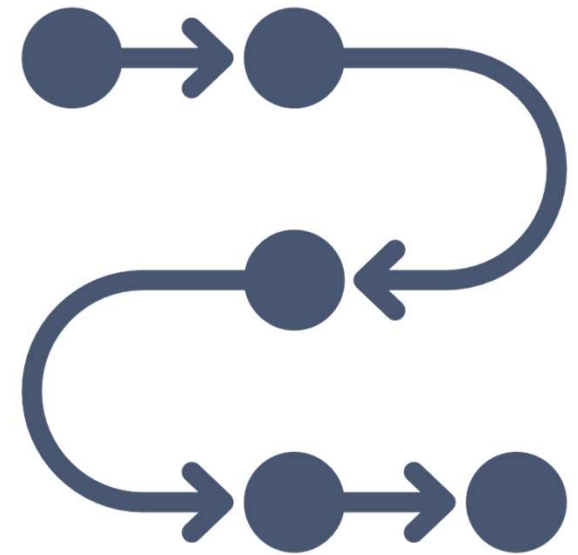
Streamline Committee Efficiencies

- Establish uniform committee bylaws
 - Master RTA Committee Bylaws
 - Master PAG Committee Bylaws
- Committees meet quarterly
 - Working groups, meet as needed
- Form “ad hoc” groups for single purpose assignments
 - Formed by PAG Regional Council/RTA Board or other committees
 - Formed by staff
 - Inform/make recommendations



Streamline Committee Efficiencies cont'd.

- Collaborative meetings “as needed” for beneficial ongoing communication and collaboration opportunities
- Subject to Open Meeting Law



Active Subcommittees or Working Groups - proposals

- PAG

- Staff proposes that the TIP Subcommittee merges with TPC for overall planning efficiency (i.e., TPC and TIP items addressed back-to-back vs. on different days).
- All other subcommittees, working groups or task forces meet as needed based on direction from the Regional Council aligned with the Overall Work Program.

- RTA

- Staff proposes RTA subcommittees or working groups meet as needed based on direction from the RTA Board aligned with the RTA program of projects and services.



Restructure Direction Request

- **Direction:** Direct PAG staff to proceed with the development of master committee bylaws and charters for PAG and the RTA and provide draft documents for review at the September 2026 meetings.
 - PAG Master Committee Bylaws
 - RTA Master Committee Bylaws
 - Committee Charters for committees and working groups, as applicable





Q&A

Sheila Storm, ssstorm@pagregion.com



Pima Association of Governments

SUBJECT: Request for Future Agenda Items

Meeting	Meeting Date	Agenda Category	Agenda Item #
Regional Council	June 4, 2026	Action	10

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

Pursuant to Arizona open meeting laws, A.R.S. § 38-431.02(H), the board cannot discuss or take action today on any matters raised under this agenda item.

SUBJECT: Executive Session

Meeting	Meeting Date	Agenda Category	Agenda Item #
Regional Council	June 4, 2026	Discussion/ Possible Action	11

Executive Session pursuant to ARS 38-431.03 (3) (discussion or consultation for legal advice with the attorney or attorneys of the public body) and (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 pending or contemplated litigation or in settlement discussions conducted in order to avoid or resolve litigation): Status of Moghimi litigation.