



Transportation Technical Advisory Committee

(TTAC) Meeting Agenda

DATE:	March 20, 2025
TIME:	1:00 P.M
LOCATION:	https://us02web.zoom.us/j/85290530465?pwd=XKMd1W9HChURY0BIRFTzZpUly6PEyb.1
ID NO:	Meeting ID: 852 9053 0465
PASSWORD:	Passcode: 412268
CALL-IN #:	1-877 853 5257 (If no mic on device)

- I. Call to Order – Chair Ashbaugh**

- II. Pledge of Allegiance**

- III. Roll Call & Introductions**

- IV. Introductions & Title VI Notice**

- V. Approval of Minutes – (February 20, 2025)** P – F – T

- VI. Call to the Public** *(Members of the public may speak on any item not listed on the agenda. Items presented during the Call to the Public portion of the Agenda cannot be acted on by the TTAC. Individual TTAC members may ask questions of the public but are prohibited by the Open Meeting Law from discussing or considering the item among themselves until the item is officially placed on the agenda. Individuals are limited to a two-minute presentation. For the sake of efficiency, the Chair may eliminate the Call to the Public portion of any agenda.)*

- VII. Standing Reports**
 - A. Member Jurisdictions All Info.
 - B. Multi-Modal Planning Division, ADOT MPD Staff Info.
 - C. Local Public Agency, ADOT LPA Staff Info.
 - D. District Engineers, ADOT District Engineers Info.
 - E. CAG Transportation Planning Update:
 - 1. Transportation Improvement Program Steve Abraham Info.
 - 2. General Updates Steve Abraham Info.

- VIII. Old Business**
 - A. CAG/SCMPO Human Services Transportation Coordination Plan
Continued from the February 20, 2025 meeting Zeena Gagnon P – F – T

- IX. New Business**
 - A. Amendment to CAG TTAC Bylaws to amend
Section VI.A Meeting Structure; regarding the Scheduling of Meeting Dates. Steve Abraham P – F – T
 - B. 2025 CAG TTAC Meeting Schedule Steve Abraham P – F – T
 - C. FY 2026 – 2027 CAG Work Program and Work Program Contract Steve Abraham P – F – T

- X. Round Table:** All Info.

*Agenda Item Order is listed for administrative convenience only items may be discussed and acted on in a different order as determined by the Chair of the TTAC
 EQUAL OPPORTUNITY EMPLOYER/PROGRAM • AUXILIARY AIDS & SERVICES TO INDIVIDUALS WITH DISABILITIES AND INTERPRETATION OR TRANSLATION SERVICES AVAILABLE UPON REASONABLE REQUEST • TYY:7-1-1
 IGUALDAD DE OPORTUNIDADES EMPLEADOR/PROGRAMA • LAS AYUDAS Y SERVICIOS AUXILIARES PARA PERSONAS CON DISCAPACIDADES Y SERVICIOS DE INTERPRETACIÓN O TRADUCCIÓN ESTÁN DISPONIBLES A PEDIDO RAZONABLE • TYY:7-1-1



Transportation Technical Advisory Committee

(TTAC) Meeting Agenda

Pg 2.

XI. Future Agenda Items

All

Discussion

XII. Scheduling of Next Meetings

– TBD virtual Zoom webinar

XIII. Adjournment

Approved by
(Andrea Robles, CAG Executive Director)



Transportation Technical Advisory Committee

February 20, 2025 Meeting Minutes

DATE: February 20, 2025
TIME: 1:00 P.M.
LOCATION: via ZOOM Webinar

MEMBERS PRESENT:

Thomas Goodman – <i>Vice Chairman</i> (<i>Gila County</i>)	Lana Clark (<i>Superior</i>)	Gloria Ruiz (<i>Winkelman</i>)
Alexis Rivera (<i>Town of Miami</i>)	Tara Harman (<i>Pinal County</i>)	Travis Ashbaugh (<i>City of Globe</i>)
Ruth Garcia (<i>ADOT - MPD</i>)		

MEMBERS ABSENT:

VACANT (<i>Hayden</i>)	Larry Halberstadt – <i>Chairman</i> (<i>Payson</i>)	Sandra Shade (<i>Ak-Chin Indian Community</i>)
Barney Bigman (<i>San Carlos Apache Tribe</i>)	LaReesa Sanchez (<i>White Mountain Apache Tribe</i>)	Tyler Bingham (<i>Kearny</i>)
Tina Ridings (<i>Star Valley</i>)	VACANT (<i>Mammoth</i>)	

GUESTS PRESENT:

Heidi Yaqub
(*ADOT*)

CAG Staff:

Steve Abraham
(*Transportation Planning Director*)

I. Call to Order

Vice-Chair Goodman called the meeting to order at 1:08 PM.

II. Pledge of Allegiance

Vice-Chair Goodman led the Committee in the Pledge of Allegiance.

III. Roll Call

Roll call was taken. Seven (7) voting members were present, constituting a quorum as established by the CAG TTAC Bylaws.

IV. Introductions & Title VI Notice

Introductions were made on the Webinar. Mr. Abraham read a statement of where and how to file a complaint regarding Title VI violations.

V. Election of Chair and Vice Chair- 2025 CAG TTAC

Vice Chair Goodman Called for nominations to the Chair and Vice Chair of the CAG TTAC. Vice Chair Goodman made a motion to nominate Mr. Travis Ashbaugh (Globe) to become Chair, Member Rivera (Miami) seconded the motion. Motion Passed unanimously.

Vice Chair Goodman Called for nominations for Vice Chair of the CAG TTAC. Member Rivera made a motion to nominate Ms. Harman (Pinal County) for Vice Chair of the CAG TTAC. Ms. Clark (Superior) seconded the motion. Motion Passed unanimously.

VI. Approval of Minutes – January 23, 2025

Ms. Harman made a motion to approve the minutes of the January 23, 2025, TTAC meeting. Member Rivera seconded. The motion passed unanimously.

VII. Call to the Public

No one answered the Call to the Public.

At the request of CAG Staff, Vice Chair Goodman optioned to address Item IX, “Old Business” prior to item VIII, “Standing Reports”.

IX. Old Business

A. CAG/SCMPO Human Services Transportation Coordination Plan *Continued from January 23, 2025*

Mr. Abraham began his presentation with a request to continue the item to the March TTAC meeting to allow for additional public participation. Working with SCMPO, CAG will adjust the document to reflect necessary changes and present the Plan to the TTAC at their next regularly scheduled meeting.

Member Ashbaugh motioned to continue the item to the March 2025 CAG TTAC meeting. Mr. Rivera seconded the motion the motion passed unanimously.

B. 2025 Schedule of Meetings *Continued from the January 23, 2025 meeting*

Mr. Abraham began his presentation with a recap of last month’s discussion on setting the meeting date and time. He commented that the TTAC wanted him to review the TTAC operating regulations to see if there was a potential conflict or adjustment that needed to be made to accommodate the schedule. He noted that in the “meeting structure” section of the operating regulations there was a provision that “all regular meetings of the TTAC shall be held approximately one and a half weeks prior to the meeting date of the CAG Management Committee”. He explained that he felt this section could be modified to provide a more flexible scheduling option because the Management Committee dates have been adjusted several times throughout the year based on anticipated member attendance. He added that based on last year’s TTAC meetings he felt that a change to the operating regulations could be made to state: “...meetings shall be held approximately at least one and one half weeks prior...” and that would be sufficient to accommodate the desired meeting date and time while acknowledging the flexible nature of the Management Committee meeting dates.

Lastly, Mr. Abraham requested the TTAC continue this Item to the March TTAC meeting and direct him to prepare and agenda item to reflect the change to the operating regulations.

There was a general discussion about the previous amendments to the operating regulations, the proposed meeting time and date and CAG Staff's proposed amendment to the operating regulations.

Hearing no other comments Vice Chair Goodman called for a motion

Mr. Ashbaugh motioned to continue this item to the March 20th 2025 TTAC meeting at 1 p.m. along with direction to prepare an formal amendment to the TTAC operating regulations. Mr. Riveria seconded the motion. The motion passed unanimously.

Vice Chair Goodman optioned to return to item VIII "Standing Reports"

VIII. Standing Reports

A. Member Jurisdictions:

Gila County

Vice Chair Goodman reported on two (2) items:

1. **(GIL 24-03D) "Russell Rd. Reconstruction (SMART Grant)" & (GIL 24-05D) "FS 512 Young Rd. (SMART Grant)"**
 - a. Both applications have been submitted and Vice Chair goodman wanted to share with other agencies that the application process has intensified somewhat and encourages direct communication with Lisa Danka with ADOT. He also elaborated that if you are doing a project on Federal Land to be aware that some federal grants cannot be used on projects Federal Land.

Town of Miami

Mr. Rivera reported on two (2) items:

1. **"Keystone Steps Project"**
 - a. Project and construction has commenced construction is substantially complete, the striping, final pavement markings and warranty work will be completed in the spring.
2. **US 60 Construction**
 - a. Coordinating with ADOT on US 60 improvements and appears to be going well.

Superior

Ms. Clark reported on three (3) items:

1. The town is prepared to submit for the TA Grant for the construction phase of the Panther Drive sidewalk project and is waiting on the grant open date. (Ms. Garcia responded that it appears the Call for Projects will occur in March)
2. **(SUP 24-02C) "Panther Drive Bridge"**
 - a. Construction is underway
3. **(SUP 25-02C) "Main Street Paving and Striping" project**
 - a. Construction will commence tomorrow

Winkleman

Ms. Ruiz updated the TTAC on 1 item

1. (WKL 23-01C) "Golf Course Rd."

- a. A construction contractor has been selected, and construction will begin shortly.

Member Harman and Member Ruiz left the Meeting.

Mr. Abraham announced that today's TTAC meeting no longer has a quorum. Any presentations from here on in are informational only there can be no discussion about future TTAC agenda items or any other TTAC business. Any questions about the informational items need to be limited solely to clarification of the information being presented.

B. Multi-Modal Planning Division, ADOT

Ms. Ruth Garcia had no updates for the TTAC

C. Local Public Agency, ADOT

No update was presented

D. District, Engineers, ADOT

No update was presented

E. CAG Transportation Planning Update:

1. Transportation Improvement Program:

Mr. Abraham provided a copy of the TIP and a list of administrative amendments for the TTAC review. He highlighted 4 additions to the TIP regarding San Carlos Nnee Bich'onii Transit Services.

2. Transportation Planning General Updates:

Mr. Abraham updated the TTAC on the following topics:

1. The GCIPTA work program amendment has been approved by both ADOT and FTA. CAG staff has an RFP prepared and will begin soliciting for consultants before the end of the month.
2. Mr. Abraham advised the TTAC on the upcoming Regional Council meeting saying that he would continue to forward the TTAC's and CAG's staff recommendation to not allocate the surplus from the OA adjustment (discussed in October 2024) until 2026 in order to preserve the ability to supplement previously planned projects if necessary.
3. Mr. Abraham reminded the TTAC to let him know when projects on the TIP have been completed and he will continue to reach out individually on the status of any projects listed on the TIP.

XI. Roundtable:

- a. Presentation by Heidi Yaqub and Jane Gauger, ADOT on the State Highway-Rail Grade Crossing Action Plan (SHRAP) (*Information Only*)

Ms. Yaqub and Ms. Gauger used a power point to present. (A copy of the power point is available by request from CAG Staff.) The presentation detailed the SHRAP Purpose, Scope and Study Priorities.



XII. Future Agenda Items:

The TTAC was unable to discuss future agenda items due to a lack of quorum.

XIII. Scheduling of Next Meetings

2/20/2025 at 1 p.m. virtual Zoom webinar/CAG Office (Date set in specific under Item IX.A)

XIV. Adjournment

The meeting adjourned at 1:35 PM due to lack of quorum.

DRAFT



TRANSPORTATION IMPROVEMENT PROGRAM - (TIP)

Last Approved by Regional Council on February 26, 2025

Project #	TRACS #	Sponsor	Project Type	Project Name	From	To	Length (Miles)	Lanes Before	Lanes After	Functional Classification	Federal Aid Type	Federal Funds	HURF Funds Needed	HURF Rate Cost	Local Match	Total Project Funds	Remaining Funds
FY 2019																	
PAY 19-01D	T021101D	PAYSON	DESIGN	GRANITE DELLS RD - (GEOMETRIC CORRECTIONS, PAVEMENT LIFT & MARKINGS, BICYCLE LANES)	HWY 260	MUD SPRINGS RD	0.50	2	2	MAJOR COLLECTOR/ MINOR ARTERIAL	STBGP	\$ -	\$ 180,000.00	\$ 20,000.00	\$ -	\$ 200,000.00	\$ (200,000.00)
FY 2023																	
CAG 23-01P		CAG	N/A	REGIONAL TRAFFIC COUNTING - (FY23-27 CONTRACT)	N/A	N/A	N/A	N/A	N/A	N/A	STBGP	\$ 100,000.00	N/A	N/A	\$ 6,044.54	\$ 106,044.54	\$ (100,000.00)
PAY 21-01C		PAYSON	CONSTRUCTION	GRANITE DELLS RD - (GEOMETRIC CORRECTIONS, PAVEMENT LIFT & MARKINGS, BICYCLE LANES)	HWY 260	MUD SPRINGS RD	0.50	2	2	MAJOR COLLECTOR/ MINOR ARTERIAL	HURF	\$ -	\$ 375,444.00	\$ 41,716.00	\$ -	\$ 417,160.00	\$ (417,160.00)
FY 2024																	
				FY 2024 APPORTIONMENT							STBGP						\$ 506,526.00
				FY 2024 OBLIGATION AUTHORITY AMOUNT - ESTIMATE							STBGP						\$ (32,208.00)
				REPAYMENT IN - (ADOT to CAG) - (From FY23)							STBGP						\$ 714,954.86
				REPAYMENT IN - (ADOT to CAG) - (From FY22)							STBGP						\$ 100,374.70
				LOAN OUT - (CAG to ADOT) - (To FY25)							STBGP						\$ (1,035,545.89)
				LOAN OUT - (CAG to ADOT) - (To FY25)							STBGP						\$ (166,666.67)
				TOTAL CREDITS / ADJUSTMENTS - (As of N/A)							STBGP						\$ -
CAG 24-02P		CAG	N/A	TECHNOLOGY TRANSFER	N/A	N/A	N/A	N/A	N/A	N/A	STBGP	\$ 10,000.00	N/A	N/A	\$ 604.45	\$ 10,604.45	\$ (10,000.00)
				LOAN OUT (Transfer) - (CAG to ADOT) - (To FY25)							STBGP	\$ 42,435.00					\$ (42,435.00)
CAG 24-03P		CAG	PLANNING	CAG/ADOT FY24-FY25 WORK PROGRAM SUPPLEMENT	N/A	N/A	N/A	N/A	N/A	N/A	STBGP	\$ 35,000.00	N/A	N/A	\$ 2,115.59	\$ 37,115.59	\$ (35,000.00)
												\$87,435.00	\$0.00	\$0.00	\$2,720.04	\$47,720.04	\$ (0.00)
FY 2025																	
				FY 2025 APPORTIONMENT							STBGP						\$ 532,496.00
				FY 2025 OBLIGATION AUTHORITY AMOUNT - ESTIMATE							STBGP						\$ (33,532.00)
				REPAYMENT IN - (ADOT to CAG) - (From FY24)							STBGP						\$ 1,035,545.89
				REPAYMENT IN - (ADOT to CAG) - (From FY24)							STBGP						\$ 166,666.67
				LOAN IN - (ADOT to CAG) - (From FY26)							STBGP						\$ 216,921.80
				REPAYMENT OUT - (CAG to ADOT) - (GOLDEN HILL ROAD) - (From FY21)							STBGP						\$ (340,244.00)
				REPAYMENT OUT - (CAG to ADOT) - (MAIN STREET) - (From FY21)							STBGP						\$ (137,788.00)
				<u>ADOT Project Credit (T008703D)</u>							STBGP	\$ 3,409.07					\$ 3,409.07
				<u>LOAN IN (Transfer)- (ADOT to CAG) - (From FY24) (T007901R)</u>							STBGP	\$ 42,435.00					\$ 42,435.00
				<u>REPAYMENT OUT - (CAG to ADOT) - (Forest Drive) - (to FY 26)</u>							STBGP	\$ 91,676.67					\$ (91,676.67)
PAY 23-01R		PAYSON	ROW	INTERSECTION: W. LONGHORN & S. MCLANE RD - (ROUNDABOUT) - ROW ACQUISITION (T007901R)	N/A	N/A	N/A	N/A	N/A	MINOR ARTERIAL	STBGP	\$ 42,435.00			\$ 2,565.00	\$ 45,000.00	\$ (42,435.00)
CAG25-01P		CAG	N/A	Gila County IPTA Transitional Funds	N/A						STBGP	\$ 75,000.00			\$ 4533.4	\$ 75,000.00	\$ (75,000.00)
CAG 25-02P		CAG	N/A	TECHNOLOGY TRANSFER	N/A	N/A	N/A	N/A	N/A	N/A	STBGP	\$ 10,000.00			\$ 604.45	\$ 10,604.45	\$ (10,000.00)
CAG 25-03P		CAG	PLANNING	CAG/ADOT FY24-FY25 WORK PROGRAM SUPPLEMENT	N/A	N/A	N/A	N/A	N/A	N/A	STBGP	\$ 28,045.07			\$ 1,695.20	\$ 29,740.27	\$ (28,045.07)
SUP 25-01C		Superior	CONSTRUCTION	MAIN STREET PAVING & STRIPING	N MAGMA AVE	N PINAL AVE	1.24	2	2	R - MAJOR COLLECTOR	HURF	\$ -	\$ 1,114,878.32	\$ 123,875.37	\$ -	\$ 1,238,753.69	\$ (1,114,878.32)
												\$293,000.81	\$0.00	\$0.00	\$9,398.05	\$115,344.72	\$ 0.00
FY 2026																	
				FY 2026 APPORTIONMENT							STBGP						\$ 532,496.00
				FY 2026 OBLIGATION AUTHORITY AMOUNT - ESTIMATE							STBGP						\$ (33,352.00)
				REPAYMENT OUT - (CAG to ADOT) - (to FY25)							STBGP						\$ (216,921.80)
				<u>LOAN IN - (ADOT to CAG) - (From FY27) - (NOT YET PROCESSED)</u>							STBGP	\$ 30,593.13					\$ 30,593.13
				<u>LOAN IN - (ADOT to CAG) - (Forest Drive) - (FROM FY 25)</u>							STBGP	\$ 91,676.67					\$ 91,676.67
SCA 28-01D		SAN CARLOS	DESIGN	BIA 170 - (New Sidewalk)	N/A	N/A	0.35	1	1	MAJOR COLLECTOR	STBGP	\$ 122,590.00	N/A	N/A	\$ 7,410.00	\$ 130,000.00	\$ (122,590.00)

Project #	TRACS #	Sponsor	Project Type	Project Name	From	To	Length (Miles)	Lanes Before	Lanes After	Functional Classification	Federal Aid Type	Federal Funds	HURF Funds Needed	HURF Rate Cost	Local Match	Total Project Funds	Remaining Funds
PAY26-01D		PAYSON	DESIGN	W. FOREST DR - (MULTI-USE PATH / SIDEWALK)	N. MCLANE RD	SR 87	0.41	2	2	MAJOR COLLECTOR	STBGP	\$ 247,066.00		\$ -	\$ 14,934.00	\$ 262,000.00	\$ (247,066.00)
CAG 26-02P		CAG	N/A	TECHNOLOGY TRANSFER	N/A	N/A	N/A	N/A	N/A	N/A	STBGP	\$ 10,000.00	N/A	N/A	\$ 604.45	\$ 10,604.45	\$ (10,000.00)
												\$501,925.80	\$0.00	\$0.00	\$22,948.45	\$402,604.45	\$ 24,836.00
FY 2027																	
											STBGP						\$ 532,496.00
											STBGP						\$ (33,352.00)
											STBGP	\$ 433,724.87					\$ (433,724.87)
											STBGP	\$ 30,593.13					\$ (30,593.13)
CAG 27-02P		CAG	N/A	TECHNOLOGY TRANSFER	N/A	N/A	N/A	N/A	N/A	N/A	STBGP	\$ 10,000.00	N/A	N/A	\$ 604.45	\$ 10,604.45	\$ (10,000.00)
												\$474,318.00	\$0.00	\$0.00	\$604.45	\$10,604.45	\$ 24,826.00

Project #	TRACS #	Sponsor	Project Type	Project Name	From	To	Length (Miles)	Lanes Before	Lanes After	Functional Classification	Federal Aid Type	Federal Funds	HURF Funds Needed	HURF Rate Cost	Local Match	Total Project Funds	Remaining Funds		
FY 2028																			
												FY 2028 APPORTIONMENT		STBGP					\$ 532,496.00
												FY 2028 OBLIGATION AUTHORITY AMOUNT - ESTIMATE		STBGP					\$ (33,352.00)
												<u>LOAN IN - (ADOT TO CAG to ADOT) - (From FY27) - (NOT YET PROCESSED)</u>		STBGP	\$ 433,724.87				\$ 433,724.87
												<u>LOAN IN - (ADOT TO CAG to ADOT) - (From FY29) - (NOT YET PROCESSED)</u>		STBGP	\$ 214,913.36				\$ 214,913.36
CAG 29-01P		CAG	N/A	REGIONAL TRAFFIC COUNTING - (FY28-32 Contract) - (Not Yet Executed)	N/A	N/A	N/A	N/A	N/A	N/A	STBGP	\$ 100,000.00	N/A	N/A	\$ 6,044.54	\$ 106,044.54	\$ (100,000.00)		
CAG 28-02P		CAG	N/A	TECHNOLOGY TRANSFER	N/A	N/A	N/A	N/A	N/A	N/A	STBGP	\$ 10,000.00	N/A	N/A	\$ 604.45	\$ 10,604.45	\$ (10,000.00)		
PAY 29-01C		PAYSON	CONSTRUCTION	W. FOREST DR - (MULTI-USE PATH / SIDEWALK)	N. MCLANE RD	SR 87	0.41	2	2	MAJOR COLLECTOR	STBGP	\$ 1,012,956.23			\$ 61,228.53	\$ 1,074,184.76	\$ (1,012,956.23)		
													\$1,022,956.23	\$0.00	\$0.00	\$61,832.98	\$1,084,789.21	\$ 24,826.00	
FY 2029																			
												FY 2029 APPORTIONMENT		STBGP					\$ 532,496.00 #
												FY 2029 OBLIGATION AUTHORITY AMOUNT - ESTIMATE		STBGP					\$ (33,352.00) #
												<u>REPAYMENT OUT - (CAG to ADOT) - (TO FY28) - (NOT YET PROCESSED)</u>		STBGP	\$ (214,913.36)				\$ (214,913.36)
CAG 29-02P		CAG	N/A	TECHNOLOGY TRANSFER	N/A	N/A	N/A	N/A	N/A	N/A	STBGP	\$ 10,000.00	N/A	N/A	\$ 604.45	\$ 10,604.45	\$ (10,000.00) #		
SCA 30-01C		SAN CARLOS	CONSTRUCTION	BIA 170 - (New Sidewalk)	N/A	N/A	0.35	1	1	MAJOR COLLECTOR	STBGP	\$ 249,404.64	N/A	N/A	\$ 15,075.36	\$ 264,480.00	\$ (249,404.64) #		
													\$259,404.64	\$0.00	\$0.00	\$15,679.81	\$275,084.45	\$24,826.00 #	
HIGHWAY SAFETY IMPROVEMENT PROJECTS																			
SCA 21-01D	T031301D	SAN CARLOS	DESIGN	WHITE MTN AVE (BIA 10); BIA 170 - 5,000' NORTH	WHITE MTN (BIA 10)	BIA 170 - 5,000' NORTH	0.95	2	2		HSIP - FY21	\$ 300,000.00	N/A	N/A		\$ 300,000.00			
SCA 22-01C	T031301C	SAN CARLOS	CONSTRUCTION	WHITE MTN AVE (BIA 10); BIA 170 - 5,000' NORTH	WHITE MTN (BIA 10)	BIA 170 - 5,000' NORTH	0.95	2	2		HSIP - FY24	\$ 678,611.38	N/A	N/A		\$ 678,611.38			
GIL 23-02D	T039101D	GILA COUNTY	DESIGN	HOUSTON MESA ROAD - (PAVED SHOULDERS W/ EL & CL RUMBLE STRIPS)	SR 87	0.4 MILES SOUTH OF NF-198	4.50				HSIP - FY23	\$ 178,227.00	N/A	N/A	\$ 10,773.00	\$ 189,000.00			
GIL 23-03D		GILA COUNTY	DESIGN	CONTROL ROAD - SEGMENT 1 - (PAVED RD/SHOULDERS W/ RUMBLE STRIPS)	SR260	0.35 MILES EAST OF ROBERTS MEAS RD	1.75				HSIP - FY23	\$ 178,227.00	N/A	N/A	\$ 10,773.00	\$ 189,000.00			
GIL 24-01C	T039101C	GILA COUNTY	CONSTRUCTION	HOUSTON MESA ROAD - (PAVED SHOULDERS W/ EL & CL RUMBLE STRIPS)	SR 87	0.4 MILES SOUTH OF NF-198	4.50				HSIP = FY24	\$ 3,990,651.00	N/A	N/A	\$ 241,216.00	\$ 4,231,867.00			
GIL 24-03C		GILA COUNTY	CONSTRUCTION	CONTROL ROAD - SEGMENT 1 - (PAVED RD/SHOULDERS W/ RUMBLE STRIPS)	SR260	0.35 MILES EAST OF ROBERTS MEAS RD	1.75				HSIP = FY24	\$ 423,571.00	N/A	N/A	\$ 18,722.00	\$ 442,293.00			
SCA 25-01D		SAN CARLOS	DESIGN	WHITE MTN AVE (BIA 10); BIA 170 - 5,000' NORTH (from SC21-01D) (PENDING AWARD)	WHITE MTN (BIA 10)	BIA 170 - 5,000' NORTH	0.95	2	2		HSIP - FY25	\$ 375,000.00	N/A	N/A	\$ -	\$ 375,000.00			
SCA 27-01C		SAN CARLOS	CONSTRUCTION	WHITE MTN AVE (BIA 10); BIA 170 - 5,000' NORTH (from SCA22-01C)(PENDING AWARD)	WHITE MTN (BIA 10)	BIA 170 - 5,000' NORTH	0.95	2	2		HSIP - FY27	\$ 1,700,000.00	N/A	N/A	\$ -	\$ 1,700,000.00			
													\$6,845,676.00	\$0.00	\$0.00	\$281,484.00	\$7,127,160.00	\$ -	
TRANSPORTATION ALTERNATIVES PROGRAM																			
GIL 24-02D	T053601D	GILA COUNTY	DESIGN	GOLDEN HILL ROAD SIDEWALK - FINAL PHASE - (FY24)	HOSPITAL DR	ALBERTA DR	0.27	N/A	N/A										
					WEST ST	MAIN ST	0.08	N/A	N/A		TA - STBG	\$ 112,792.00	N/A	N/A	\$ 6,818.00	\$ 119,610.00			
GIL 24-05C	T053601C	GILA COUNTY	CONSTRUCTION	GOLDEN HILL ROAD SIDEWALK - FINAL PHASE - (FY25)	HOSPITAL DR	ALBERTA DR	0.27	N/A	N/A										
					WEST ST	MAIN ST	0.08	N/A	N/A		TA - STBG	\$ 467,077.00	N/A	N/A	\$ 28,233.00	\$ 495,310.00			
GLB 24-01D	T054301D	GLOBE	DESIGN	GLOBE BROAD STREET SIDEWALK REPLACEMENT - (FY24)	(ASH ST) - MESQUITE ST (HILL ST) - MESQUITE ST (MESQUITE ST) - ASH ST (COTTONWOOD ST) - HILL ST	(ASH ST) - COTTONWOOD ST (HILL ST) - COTTONWOOD ST (MESQUITE ST) - HILL ST (COTTONWOOD ST) - HILL ST	2.46	N/A	N/A		TA - STBG	\$ 192,687.00	N/A	N/A	\$ 11,647.00	\$ 204,334.00			
MIA 24-01P		MIAMI	PLANNING	MIAMI TRAIL SYSTEM (MUSD TO BULLION PLAZA) - (FY24)	N/A	N/A	N/A	N/A	N/A		TA - STBG	\$ 146,127.00	N/A	N/A	\$ 8,833.00	\$ 154,960.00			
PAY 24-01D	T054401D	PAYSON	DESIGN	HOUSTON MESA ROAD - SIDEWALK & BICYCLE LANE IMPROVEMENTS - (FY24)	MCLANE RD	BEELINE HWY (SR-87)	0.30	N/A	N/A		TA - STBG	\$ 145,690.00	N/A	N/A	\$ 8,806.00	\$ 154,496.00			
SUP 24-01D	T053101D	SUPERIOR	DESIGN	PANTHER DR SIDEWALK CONNECTION - (FY24)	US 60	SUNSET AVE	1.14	N/A	N/A		TA - STBG	\$ 273,353.00	N/A	N/A	\$ 16,523.00	\$ 289,876.00			
SCA 24-01D		SAN CARLOS	DESIGN	SENECA LAKE TRAILS & RECREATIONAL SITE IMPROVEMENTS	N/A	N/A	N/A	N/A	N/A		TA - STBG	\$ 275,486.00	N/A	N/A	\$ -	\$ 275,486.00			
SUP 25-01D		SUPERIOR	CONSTRUCTION	PANTHER DR SIDEWALK CONNECTION - (FY25) (PENDING AWARD)	US 60	SUNSET AVE	1.14	N/A	N/A		TA - STBG	\$ 1,273,300.00	N/A	N/A	\$ 76,965.11	\$ 1,350,265.11			
													\$1,613,212.00	\$0.00	\$0.00	\$80,860.00	\$1,694,072.00	\$ -	
BRIDGE REPLACEMENT PROGRAM																			
GLB 21-01D		GLOBE	DESIGN	PINAL CREEK BRIDGE - COTTONWOOD ST (STRUCTURE #9711) - (FY21)	BROAD ST	COTTONWOOD ST	0.10	2	2	LOCAL	OSB	\$ 330,050.00	N/A	N/A	\$ 19,950.00	\$ 350,000.00			
GLB 22-01C		GLOBE	CONSTRUCTION	PINAL CREEK BRIDGE - COTTONWOOD ST (STRUCTURE #9711) - (FY21)	BROAD ST	COTTONWOOD ST	0.10	2	2	LOCAL	OSB	\$ 669,950.00	N/A	N/A	\$ 480,050.00	\$ 1,150,000.00			
GIL 24-04D		GILA COUNTY	DESIGN	TONTO VILLAGE BRIDGE REPLACEMENT (STRUCTURE #07882) - (FY24)	~820' WEST OF CONTROL RD & JOHNSON BLVD INTERSECTION	~820' WEST OF CONTROL RD & JOHNSON BLVD INTERSECTION	<0.1 MI / 40'	2	2	LOCAL	OSB	\$ 270,000.00	N/A	N/A	\$ -	\$ 270,000.00			
GIL 27-01C		GILA COUNTY	CONSTRUCTION	TONTO VILLAGE BRIDGE REPLACEMENT (STRUCTURE #07882) - (FY27)	~820' WEST OF CONTROL RD & JOHNSON BLVD INTERSECTION	~820' WEST OF CONTROL RD & JOHNSON BLVD INTERSECTION	<0.1 MI / 40'	2	2	LOCAL	OSB	\$ 500,000.00	N/A	N/A	\$ -	\$ 500,000.00			

Project #	TRACS #	Sponsor	Project Type	Project Name	From	To	Length (Miles)	Lanes Before	Lanes After	Functional Classification	Federal Aid Type	Federal Funds	HURF Funds Needed	HURF Rate Cost	Local Match	Total Project Funds	Remaining Funds	
GIL 25-001D		GILA COUNTY	DESIGN	Bloody Tanks Wash Bridge, (Str #10839) - FY 25	Bloody Tanks Wash Bridge at S. Schulze Ranch Rd	Bloody Tanks Wash Bridge at S. Schulze Ranch Rd				LOCAL	OSB	\$ 141,450.00			\$ 8,550.00	\$ 150,000.00		
												\$3,765,401.00	\$0.00	\$0.00	\$16,523.00	\$3,959,699.11	\$	-
OFF SYSTEM BRIDGE PROGRAM (OSB)																		
GLB 26-01D		GLOBE	DESIGN	Haskins Rd Bridge (Structure #09710) (Pending Award) (FY 26)	N. BROAD ST	100 Ft. North of North Broad St.	0.10	2	2	Urb. Mnr. Collector	OSB/BFP*	\$ 445,000.00	N/A	N/A	\$ -	\$ 445,000.00		
GLB 26-01C		GLOBE	CONSTRUCTION	Haskins Rd Bridge (Structure #09710) (Pending Award) (FY26)	N. BROAD ST	100 Ft. North of North Broad St.	0.10	2	2	Urb. Mnr. Collector	OSB/BFP*	\$ 3,817,480.00	N/A	N/A	\$ -	\$ 3,817,480.00		
												\$1,911,450.00	\$0.00	\$0.00	\$500,000.00	\$2,420,000.00	\$	-

Project #	TRACS #	Sponsor	Project Type	Project Name	From	To	Length (Miles)	Lanes Before	Lanes After	Functional Classification	Federal Aid Type	Federal Funds	HURF Funds Needed	HURF Rate Cost	Local Match	Total Project Funds	Remaining Funds	
SMART GRANT PROGRAM																		
GIL 24-03D		GILA COUNTY	PLANNING/ DESIGN	RUSSELL ROAD RECONSTRUCTION -	1.0 MILE S. OF EAGLE RIDGE	3.0 MILE S. OF EAGLE RIDGE	2.00	2	2	R - MINOR COLLECTOR	SMART	\$ 1,041,199.00	N/A	N/A	N/A	\$ 1,041,199.00		
GIL 24-05D		GILA COUNTY	PLANNING/ DESIGN	Young Road (FSH 512) (PENDING Award)	Young Rd. MP 316.5	Young Rd. MP 330	13.50	2	2	R - MINOR COLLECTOR	SMART	\$ 530,000.00			\$ 150,000.00	\$ 680,000.00		
GLB 25-01P		Globe	Demonstration	Broad Street Demonstation Grant Assitance Local Match SS4A Grant			n/a	n/a	n/a		SMART	\$ 31,212.00				\$ 31,212.00		
												\$1,041,199.00	\$0.00	\$0.00	\$0.00	\$1,041,199.00	\$	-
BUILD GRANTS																		
GIL 22-02C	SS718	GILA COUNTY	CONSTRUCTION	TONTO CREEK BRIDGE & ROADWAY IMPROVEMENTS - (FY22) - BUILD GRANT	SR 188/ OLD HWY 188 INTERSECTION	GREENBACK VALLEY RD - (EAST OF TONTO CREEK)	1.17	1	1	R - MAJOR COLLECTOR	BUILD GRANT	\$ 21,095,564.00	N/A	N/A	\$ 2,825,000.00	\$ 23,920,564.00		
Safe Streets For All Grants (SS4A)																		
FY 2025																		
GIL 25-01P		GILA COUNTY	PLANNING	Gila County Safe Streets (SS4A Grant)							SS4A (Federal)	\$ 415,492.00	N/A	N/A	\$ 103,873.00	\$ 519,365.00		
GLB 25-01P		Globe	Demonstration	Broad Street (SS4A Grant)	W. Ash Street	S. Jesse Hayes Rd.	1	2	2	Urban Mjr. Collector	SS4A (Federal)	\$ 124,846.00	N/A	N/A	\$ 31,212.00	\$ 156,058.00		
												\$21,095,564.00	\$0.00	\$0.00	\$2,825,000.00	\$23,920,564.00	\$	-
STATE BUDGET APPROPRIATION FUNDS																		
Funded																		
GLB 22-02C		GLOBE	CONSTRUCTION	HILL ST IMPROVEMENTS - (FY 22)	US 60	"CONNIE'S BRIDGE"	FY 22				STATE	\$ 1,169,400.00	N/A	N/A	\$ -	\$ 1,169,400.00		
GLB 23-01C		GLOBE / GILA COUNTY	CONSTRUCTION	GLOBE/GILA COUNTY SIDEWALK IMPROVEMENTS	MULTI - PHASE	MULTI - PHASE	FY24				STATE	\$ 3,501,100.00	N/A	N/A	\$ 158,000.00	\$ 3,659,100.00		
WKL 23-01C		WINKELMAN / HAYDEN	CONSTRUCTION	WINKELMAN/HAYDEN GOLF COURSE ROAD IMPROVEMENTS	GRIFFIN ST	GOLF COURSE MAINTENANCE RD	FY24				STATE	\$ 1,560,900.00	N/A	N/A	\$ -	\$ 1,560,900.00		
SUP 24-01C		SUPERIOR	CONSTRUCTION	SUPERIOR NEW BRIDGE ON PANTHER DRIVE	SOUTH OF US 60	OVER THE QUEEN CREEK WASH	FY24				STATE	\$ 2,486,700.00	N/A	N/A	\$ 235,799.00	\$ 2,722,499.00		
PAY 24-01C		PAYSON	CONSTRUCTION	INTERSECTION: W. LONGHORN & S. MCLANE RD - (ROUNDAABOUT)	N/A	N/A	FY24				STATE	\$ 1,529,800.00	N/A	N/A	\$ 58,405.00	\$ 1,588,205.00		
GLB 24-03C		GLOBE	CONSTRUCTION	HILL ST IMPROVEMENTS - (Additional Funds for Brdge)	US 60	"CONNIE'S BRIDGE"	FY24				STATE	\$ 643,200.00	N/A	N/A	\$ -	\$ 643,200.00		
GLB 24-04C		GLOBE	CONSTRUCTION	PINAL CREEK BRIDGE - COTTONWOOD ST (STRUCTURE #9711) - (Additional Funds)	BROAD ST	COTTONWOOD ST	FY24				STATE	\$ 632,500.00	N/A	N/A	\$ -	\$ 632,500.00		
GIL 24-04C		GILA COUNTY	CONSTRUCTION	HOUSTON MESA ROAD - (PAVED SHOULDERS W/ EL & CL RUMBLE STRIPS) - (Additional funds)	SR 87	0.4 MILES SOUTH OF NF-198	FY24				STATE	\$ 243,600.00	N/A	N/A	\$ -	\$ 243,600.00		
												\$11,767,200.00	\$0.00	\$0.00	\$452,204.00	\$12,219,404.00	\$	-
CONGRESSIONAL APPROPRIATION FUNDS																		
FY 2023																		
PAY 23-01D		PAYSON	DESIGN	PAYSON WILDFIRE EVACUATION ROUTE	SR 87	1,250 FT SOUTH OF MAIN STREET	1.00			3/4 R-MAJOR COLLECTOR 1/4 U-MINOR COLLECTOR	CONGRESSIONAL APPROPRIATION	\$ 300,000.00	N/A	N/A	N/A	\$ 300,000.00		
												\$300,000.00	\$0.00	\$0.00	\$0.00	\$300,000.00	\$	-
FY 2024																		
PAY 24-02C		PAYSON	CONSTRUCTION	GREEN VALLEY PARKWAY EXTENSION - (Currently a request & not funded)	SR 87	1,250 FT SOUTH OF MAIN STREET	1.00	0	2	3/4 R-MAJOR COLLECTOR 1/4 U-MINOR COLLECTOR	CONGRESSIONAL APPROPRIATION	\$ 11,336,501.00	N/A	N/A	\$ 685,239.19	\$ 12,021,740.19		
GIL 24-01D		GILA COUNTY	PLANNING/ DESIGN	YOUNG ROAD (FS 512) IMPROVEMENTS - (Currently a request & not funded)	COLCORD RD	FS 116	13.50	2	2	R - MINOR COLLECTOR	CONGRESSIONAL APPROPRIATION	\$ 3,300,000.00	N/A	N/A	\$ 199,469.78	\$ 3,499,469.78		
GIL 25-01C		GILA COUNTY	CONSTRUCTION	YOUNG ROAD (FS 512) IMPROVEMENTS - (Currently a request & not funded)	COLCORD RD	FS 116	13.50	2	2	R - MINOR COLLECTOR	CONGRESSIONAL APPROPRIATION	\$ 2,990,253.00	N/A	N/A	\$ 180,747.00	\$ 3,171,000.00		
												\$17,626,754.00	\$0.00	\$0.00	\$1,065,455.97	\$18,692,209.97	\$	-
FTA SECTION 5310 GRANTS																		
FY 2024																		
TRAN 24-01		CAG	N/A	CAG/SCMPO MOBILITY MANAGER OPERATIONS - (OCT 1, 2023 - SEP 30, 2024)			5310			MOBILITY MGMT	5310	\$ 110,000.00	N/A	N/A	\$ 27,500.00	\$ 137,500.00		
TRAN 24-02		PAYSON SC	MAINTENANCE	PAYSON SENIOR CENTER - (YR 1 PREVENTATIVE MAINTENANCE)			5310			PREVENATIVE MAINTENANCE	5310	\$ 8,000.00	N/A	N/A	\$ 2,000.00	\$ 10,000.00		
TRAN 24-03		PAYSON SC	SOFTWARE	PAYSON SENIOR CENTER - (YR 1 SCHEDULING SOFTWARE)			5310			SOFTWARE	5310	\$ 20,000.00	N/A	N/A	\$ 5,000.00	\$ 25,000.00		
TRAN 24-04		PAYSON SC	OPERATIONS	PAYSON SENIOR CENTER - (YR 1 OPERATIONS)			5310			OPERATIONS	5310	\$ 35,000.00	N/A	N/A	\$ 35,000.00	\$ 70,000.00		
TRAN 24-05		PAYSON SC	VEHICLE	PAYSON SENIOR CENTER - (REPLACEMENT - ADA FRIENDLY VEHICLE #1)			5310			VEHICLE	5310	\$ 71,666.00	N/A	N/A	\$ 17,916.50	\$ 89,582.50		
TRAN 24-06		PAYSON SC	OPERATIONS	PAYSON SENIOR CENTER - (REPLACEMENT - ADA FRIENDLY VEHICLE #2)			5310			VEHICLE	5310	\$ 105,774.00	N/A	N/A	\$ 26,443.50	\$ 132,217.50		
												\$350,440.00	\$0.00	\$0.00	\$113,860.00	\$464,300.00	\$	-

Project #	TRACS #	Sponsor	Project Type	Project Name	From	To	Length (Miles)	Lanes Before	Lanes After	Functional Classification	Federal Aid Type	Federal Funds	HURF Funds Needed	HURF Rate Cost	Local Match	Total Project Funds	Remaining Funds	
FTA SECTION 5311 GRANTS																		
FY 2024																		
TRAN 24-07		PAYSON	OPERATIONS	BEELINE BUS - (YR 2 OPERATIONS)			5311			OPERATIONS	5311	\$ 219,124.00	N/A	N/A	\$ 158,676.00	\$ 377,800.00		
TRAN 24-08		PAYSON	MAINTENANCE	BEELINE BUS - (YR 2 PREVENATIVE MAINTENANCE)			5311			PREVENATIVE MAINTENANCE	5311	\$ 20,800.00	N/A	N/A	\$ 5,200.00	\$ 26,000.00		
TRAN 24-09		PAYSON	ADMINISTRATION	BEELINE BUS - (YR 2 ADMINISTRATION)			5311			ADMINISTRATION	5311	\$ 96,000.00	N/A	N/A	\$ 24,000.00	\$ 120,000.00		
TRAN 24-10		SAN CARLOS	ADMINISTRATION	NNEE BICH'ONII TRANSIT - (YR 2 ADMINISTRATION)			5311			ADMINISTRATION	5311	\$ 160,000.00	N/A	N/A	\$ 40,000.00	\$ 200,000.00		
TRAN 24-11		SAN CARLOS	OPERATIONS	NNEE BICH'ONII TRANSIT - (YR 2 OPERATIONS)			5311			OPERATIONS	5311	\$ 542,429.92	N/A	N/A	\$ 392,794.08	\$ 935,224.00		
TRAN 24-12		SAN CARLOS	MAINTENANCE	NNEE BICH'O NII TRANSIT - (YR 2 PREVENTATIVE MAINTENANCE)			5311			PREVENATIVE MAINTENANCE	5311	\$ 30,000.00	N/A	N/A	\$ 7,500.00	\$ 37,500.00		
TRAN 24-13		SAN CARLOS	INTERCITY	NNEE BICH'O NII TRANSIT - (YR 2 INTERCITY)			5311			INTERCITY	5311	\$ 44,820.08	N/A	N/A	\$ 32,455.92	\$ 77,276.00		
TRAN 24-14		MIAMI	OPERATIONS	COPPER MOUNTAIN TRANSIT - (YR 2 OPERATIONS)			5311			OPERATIONS	5311	\$ 175,450.00	N/A	N/A	\$ 127,050.00	\$ 302,500.00		
TRAN 24-15		MIAMI	MAINTENANCE	COPPER MOUNTAIN TRANSIT - (YR 2 PREVENTATIVE MAINTENANCE)			5311			PREVENATIVE MAINTENANCE	5311	\$ 24,000.00	N/A	N/A	\$ 6,000.00	\$ 30,000.00		
TRAN 24-16		MIAMI	ADMINISTRATION	COPPER MOUNTAIN TRANSIT - (YR 2 ADMINISTRATION)			5311			ADMINISTRATION	5311	\$ 108,000.00	N/A	N/A	\$ 27,000.00	\$ 135,000.00		
TRAN 23-08*	103398	SAN CARLOS	ADMINISTRATION	NNEE BICH'ONII TRANSIT - (YR 1 ADMINISTRATION)(previously allocated funds moved to FY24)			5311			ADMINISTRATION	5311	\$ 160,000.00	N/A	N/A	\$ 40,000.00	\$ 200,000.00		
TRAN 23-09*	104956	SAN CARLOS	OPERATIONS	NNEE BICH'ONII TRANSIT - (YR 1 OPERATIONS)(previously allocated funds moved to FY24)			5311			OPERATIONS	5311	\$ 551,986.00	N/A	N/A	\$ 399,714.00	\$ 951,700.00		
TRAN 23-10*	104957	SAN CARLOS	MAINTENANCE	NNEE BICH'O NII TRANSIT - (YR 1 PREVENTATIVE MAINTENANCE)(previously allocated funds moved to FY24)			5311			PREVENATIVE MAINTENANCE	5311	\$ 60,000.00	N/A	N/A	\$ 15,000.00	\$ 75,000.00		
TRAN 23-11*	104958	SAN CARLOS	INTERCITY	NNEE BICH'O NII TRANSIT - (YR 1 INTERCITY)(previously allocated funds moved to FY24)			5311			INTERCITY	5311	\$ 318,014.00	N/A	N/A	\$ 230,286.00	\$ 548,300.00		
												\$1,420,624.00	\$0.00	\$0.00	\$820,676.00	\$2,241,300.00	\$	-
FTA SECTION 5339 GRANTS																		
TRAN 21-23		PAYSON SC	BUS STOP IMPROV.	BUS ASSOCIATED TRANSIT IMPROVEMENTS / BUS SHELTERS			5339			BUS STOPS	5339	\$ 610,000.00	N/A	N/A	\$ 67,777.78	\$ 677,777.78		
TRAN 24-17		MIAMI	ADA VEHICLE	NEW & IMPROVED TRANSIT VEHICLE - (FY24)			5339			NEW VEHICLE	5339	\$ 168,672.00	N/A	N/A	\$ 29,766.00	\$ 198,438.00		
TRAN 24-18		MIAMI	ADA VEHICLE	NEW VAN FOR DIAL-A-RIDE PROGRAM - (FY24)			5339			NEW VEHICLE	5339	\$ 79,833.00	N/A	N/A	\$ 14,088.00	\$ 93,921.00		



<input type="checkbox"/>	Information Only
<input checked="" type="checkbox"/>	Motion to Approve

Date: March 20, 2025

To: Steve Abraham / Transportation Technical Advisory Committee

From: Zeena Gagnon, Mobility Management Coordinator

Subject: CAG/SCMPO Human Services Transportation Coordination Plan – 2025

Recommended Motion

Move to approve the CAG/SCMPO Coordinated Public Transit- Human Services Transportation Coordination Plan

Summary Discussion

The purpose of the CAG/Sun Corridor Metropolitan Planning Organization (MPO) Coordinated Public Transit- Human Services Transportation Coordination Plan (CPT-HSTCP) is to identify the transportation needs of individuals with disabilities, older adults and peopled with low incomes, provided strategies from meeting these needs and prioritize transportation services for funding and implementation. In order for providers to be eligible for 5310 Transit grant funding, their requests must be included within the current update. CAG and the Sun Corridor MPO utilizes a process that includes representatives of public, private and nonprofit transportation and human service providers, elected officials and public participation to identify transit needs/service gaps and to establish priorities in order to make informative funding decisions for specialized transportation services.

CAG and the Sun Corridor MPO, under a Joint Planning Agreement, have come together and recognized that the transit environment is dynamic and dependent on stakeholder involvement. As a result, CAG and the Sun Corridor MPO review and updates the CAG/Sun Corridor MPO CPT-HSTCP annually in order to capture annual adjustments. The update includes updated demographic information as well as the status of new and existing transportation providers serving the transportation dependent and disadvantaged populations in the Region.

Fiscal Impacts

Failure to approve plan may result in a loss of funding that provides mobility management coordination to the CAG and Sun corridor MPO Regions.

Attachment(s)

CAG_SCMPO CPT-HSTCP FY25 – DRAFT

http://www.caqaz.org/Departments/tpt/plans/CAGSCMPO_CPTHSTPlanFY25DRAFT.pdf



<input type="checkbox"/>	Information Only
<input checked="" type="checkbox"/>	Motion to Approve

Date: March 20, 2025

To: CAG TTAC Members

From: Steve Abraham, Transportation & Water Quality Planning Director

Subject: CAG TTAC Amendment of Operating Regulations and Meeting Schedule FY 25

Recommended Motion

I move to approve an amendment to the TTAC Operating regulations as proposed by CAG Staff and approve the proposed schedule of meetings for CY 2025.

Summary Discussion

Attached please find a legislative version of the CAG TTAC Operating Regulations and a schedule of meetings for the TTAC for CY 2025. The change as proposed will be able to provide greater flexibility in setting meeting dates to compliant changing regional council and management committee dates.

CAG is responsible for identifying, prioritizing, and programming transportation improvement projects that are to be completed over a minimum four-to-five-year period on local and regional roads using regionally accepted policies and plans. Projects that meet federal requirements are eligible for CAG’s allocated regional Surface Transportation Block Grant Program (STBGP) funds within the TIP. Other competitive federal grant funds are also entered into the TIP administratively as the process in which those funds are determined are outside of CAG’s decision-making process.

Fiscal Impacts

No direct impacts to CAG.

Attachment(s)

*Legislative version of the TTAC Operating Regulations
Schedule of meeting dates CY 2025*



CENTRAL ARIZONA GOVERNMENTS
TRANSPORTATION TECHNICAL ADVISORY COMMITTEE
BYLAWS
(Legislative Draft 3/25)

I. NAME

The official name of the Committee shall be the Central Arizona Governments (CAG) Transportation Technical Advisory Committee (herein, referred to as Committee).

II. OBJECTIVE

This functional Committee, as set forth in the Central Arizona Governments Bylaws, has been created to serve as a technical advisory Committee on regional transportation planning and shall make recommendations on transportation related issues to the Central Arizona Governments Regional Council.

III. MEMBERSHIP

A. The Committee shall consist of one member representing each county government, incorporated city/town, and tribal community in Gila and Pinal Counties. Committee representatives should have expertise in any of the following transportation subjects:

1. Highways
2. Public Works
3. Engineering
4. Aeronautics
5. Transit Systems
6. Planning

B. Membership of the Central Arizona Governments Region and its member jurisdictions shall consist of two types:

1. Voting members of the Committee eligible to receive federal transportation dollars:

Ak-Chin Indian Community	Payson
Arizona Department of Transportation (ADOT)	Pinal County
Gila County	San Carlos Apache Tribe
Globe	Star Valley
Hayden	Superior
Kearny	White Mountain Apache Tribe
Mammoth	Winkelman
Miami	

2. Non-voting members of the Committee, or Committee members-at-large, representing jurisdictions within Pinal County who are part of the Maricopa Association of Governments (MAG) or the Sun Corridor Metropolitan Planning Organization (SCMPO), and ADOT Engineers from the Central, Northcentral, Northeast, Southcentral, Southeast Districts.

C. Membership shall be recommended to the Committee, as necessary, in any of the following ways (assigned alternates):

1. Request for nomination by another member of the Committee.
2. Request for nomination by Staff.
3. Request for nomination by any member entity of Central Arizona Governments.

Nominations originating from a local jurisdiction shall be accompanied by a letter from the appropriate city/town/county/tribal administrator approving of membership to the Committee. Nominations shall be referred by the Committee to the Regional Council for approval.

- D. Members, and their respective jurisdictions, shall be considered inactive after missing two consecutive meetings, unless excused prior to the meetings by notifying the Chair or Staff. Active status shall be resumed at the next meeting attended by the member. If a member misses two meetings immediately preceding the presentation and approval of the Draft Transportation Improvement Program (TIP), the member forfeits voting privileges on the Draft TIP. If a member must miss a meeting, an alternate may be sent to represent that jurisdiction. A member shall not be considered absent by doing so.
- E. A member may attend and have full voting status via teleconferencing or videoconferencing (where available).
- F. After two consecutive absences, a member shall be sent a letter, with copy to their Regional Council representative, reiterating the above policy concerning absences.
- G. One Staff person, as designated by ADOT, shall also be a voting member.

IV. **VOTING**

- A. A voting member of the Committee is eligible to receive Federal transportation dollars through the Central Arizona Governments TIP process and shall have one vote.
- B. Each member of the Committee or the assigned alternate shall have one (1) vote on agenda items requiring action.
- C. A quorum of Committee members or alternates is necessary to take action on an agenda item. For purposes of determining a quorum, non-voting members shall not be counted toward the makeup of the total Committee.
- D. An affirmative vote by a majority shall be required for the adoption or passage of a formal motion at a meeting in which a quorum has been established.

V. **SUBCOMMITTEES**

The Committee may establish subcommittees, as needed, to investigate and/or provide technical advice on special subjects. Members of subcommittees shall be approved by the Committee Chair and may include Committee members as well as individuals from the region having expertise in the subcommittee subject area. The duration of a subcommittee shall be determined by the Committee.

VI. **MEETING STRUCTURE**

- A. The Committee shall meet a minimum of six (6) times per year. The meeting dates and times of the Committee shall be established by the Chair in consultation with Staff. Committee shall be notified of all

regularly scheduled meetings with written notices two weeks prior to the meeting. All regularly scheduled meetings shall be held ~~at least~~ ~~approximately~~ one and one half weeks prior to the meeting date of the CAG Management Committee.

- B. Special meetings may be called at the discretion of the Chair upon the request of the Staff or at the request of three or more voting members of the Committee after a 72 hour notice has been given to each member of the pending special meeting.
- C. The order of business at Committee meetings shall be:
 - 1. Call to Order
 - 2. Roll Call
 - 3. Introductions
 - 4. Approval of Minutes
 - 5. Call to the Public
 - 6. Standing Reports
 - 7. Old Business (when applicable)
 - 8. New Business
 - 9. Scheduling of Next Meeting
 - 10. Adjournment
- D. Meeting agendas shall be written and posted to comply with State of Arizona open meeting statutes.
- E. Staff shall set the meeting agenda in consultation with the Chair.
- F. All proposals by local jurisdictions which must receive Committee action and/or Regional Council consideration must be submitted to Staff at least two weeks in advance for review and dissemination to Committee members.
- G. An annual meeting shall be held in January of each year at which time officers for the coming year shall be seated.
- H. A roster of Committee members present at all meetings shall be kept by Staff.
- I. Staff shall be responsible for keeping minutes of all Committee meetings; all minutes shall be made available to the public.

VII. **PROCEDURES & FUNCTIONS**

- A. It is the responsibility of the Committee to advise Staff in all subject areas of regional transportation planning including, but not limited to:
 - 1. State highway system
 - 2. Public transit programs
 - 3. Local federal-aid systems
 - 4. State primary and secondary airport systems
 - 5. Special Transportation (Active)
- B. The Committee shall provide technical advice to Staff in several topical areas:
 - 1. The Committee shall review project requests and make recommendations based on Committee approved criteria to the Regional Council for the annual Council of Governments Five-Year Highway Construction Program.

2. The Committee shall review project requests and make recommendations to the Regional Council for the State Five-Year Construction Program.
 3. The Committee shall review requests for changes regarding functional classification of roadways on the federal-aid system.
 4. The committee shall review proposals to modify the CAG Ten-Year Highway Construction Program. Proposals to modify program shall be submitted to Staff two weeks prior to regularly scheduled meetings. Staff shall prepare fiscal impact worksheet showing proposed changes on other projects.
- C. The Committee shall provide, whenever appropriate, coordination and assistance to local, state, and federal agency programs or projects.
1. The Committee shall assist staff in obtaining necessary roadway data to fulfill State and Federal Agency reporting of Highway Performance Monitoring System (HPMS) information.
- D. The Committee shall perform other duties and functions as assigned to them by the Regional Council.
- E. The Committee shall be the initial contact for all transportation programs and planning activities in the CAG Region.

VIII. **OFFICERS**

A. Chair

1. The Chair shall be selected from the city and county representatives by a majority vote of the Committee. The Chair is recommended to be rotated between the Committee's voting members of Gila and Pinal Counties.
2. Elections shall be held in January or the last expected meeting prior to February of each year, so the Chair shall serve for one year beginning in February.
3. The Chair shall preside over all meetings of the Committee and may call such special meetings as may be necessary to conduct the business of the Committee after consultation with CAG Staff. A 72 hour notice shall be given to provide sufficient notification to all Committee members.
4. The Chair shall act as liaison for the Committee to CAG Staff and the Regional Council.
5. If the Chair should be unable to complete the present term, the Vice-Chair shall automatically succeed to Chair serving the remainder of the term. In this circumstance, the Chair having filled the vacant position may be selected to continue serving as Chair at the next regular election.

B. Vice-Chair

1. The Vice-Chair shall be elected and approve in the same manner as the Chair. The Vice-Chair shall hold all duties, responsibilities and obligations in the absence of the Chair.
2. If the Vice-Chair should be unable to complete the current term, another member of the Committee will be elected to fill the remainder of the term by the same method as the original election.

IX. **STAFF**

- A. The Committee shall rely upon CAG Staff to perform necessary functions.
- B. CAG Staff shall recommend policies and procedures and furnish necessary planning input to the Committee as may be directed by CAG or the Committee.

X. **AMENDMENTS TO BYLAWS**

These Bylaws may be amended by the majority vote of the membership of the Committee at any meeting of the Committee and shall be ratified by the Regional Council at the next regularly scheduled meeting.

XI. **PARLIAMENTARY AUTHORITY**

The rules of parliamentary procedures shall govern all proceedings of the Committee.

Travis Ashbaugh, Chair
Transportation Technical Advisory Committee

Date

Al Gameros, Chair
Regional Council

Date



Transportation Technical Advisory Committee

<input type="checkbox"/>	Information Only
<input checked="" type="checkbox"/>	Motion to Approve

AGENDA ITEM IX-B

CY 2025 – Meeting Schedule

Thursday	January 23, 2025	1:00 PM	ZOOM Webinar
Thursday	February 20, 2025	1:00 PM	ZOOM Webinar
Thursday	March 20, 2025	1:00 PM	ZOOM Webinar
Thursday	April 17, 2025	1:00 PM	ZOOM Webinar
Thursday	May 22, 2025	1:00 PM	ZOOM Webinar
Thursday	June 19, 2025	1:00 PM	ZOOM Webinar
Thursday	July 24, 2025	1:00 PM	ZOOM Webinar
Thursday	August 21, 2025	1:00 PM	ZOOM Webinar
Thursday	September 18, 2025	1:00 PM	ZOOM Webinar
Thursday	October 23, 2025	1:00 PM	ZOOM Webinar
Thursday	November 20, 2025	1:00 PM	ZOOM Webinar
Thursday	December 18, 2025	1:00 PM	ZOOM Webinar

The date, time, and locations are subject to change pending availability of facilities and/or other events unforeseeable in the future. Meetings will be conducted via Zoom until further notice.

EQUAL OPPORTUNITY EMPLOYER/PROGRAM • AUXILIARY AIDS & SERVICES TO INDIVIDUALS WITH DISABILITIES AND INTERPRETATION OR TRANSLATION SERVICES AVAILABLE UPON REASONABLE REQUEST • TYY:7-1-1

IGUALDAD DE OPORTUNIDADES EMPLEADOR/PROGRAMA • LAS AYUDAS Y SERVICIOS AUXILIARES PARA PERSONAS CON DISCAPACIDADES Y SERVICIOS DE INTERPRETACIÓN O TRADUCCIÓN ESTÁN DISPONIBLES A PEDIDO RAZONABLE • TYY:7-1-1



<input type="checkbox"/>	Information Only
<input checked="" type="checkbox"/>	Motion to Approve

Date: March 20, 2025

To: CAG TTAC Members

From: Steve Abraham, Transportation & Water Quality Planning Director

Subject: CAG FY 26-27 Work Program

Recommended Motion

I move to recommend approval of the CAG FY 26-27 Two Year Work Program and authorize the Executive Director to execute the appropriate contract to implement the same.

Summary Discussion

Attached please find a draft copy of the CAG FY-26-27 Work Program. Work Programs are the standard business practices related to transportation planning activities conducted by CAG that utilize federal funding sources.

CAG is responsible for identifying, prioritizing, and programming transportation improvement projects that are to be completed over a minimum four-to-five-year period on local and regional roads using regionally accepted policies and plans. Projects that meet federal requirements are eligible for CAG’s allocated regional Surface Transportation Block Grant Program (STBGP) funds within the TIP. Other competitive federal grant funds are also entered into the TIP administratively as the process in which those funds are determined are outside of CAG’s decision-making process.

A draft of the associated contract is available for review but is in its preliminary stages as of the writing of this report.

Fiscal Impacts

\$35,803 for FY 26 & \$29,900 for FY 27 (in-kind may supplement this obligation)

Attachment(s)

DRAFT FY 26-27 Work Program and Budget

Central Arizona Governments (CAG) Two-Year Work Program State Fiscal Years 2026 - 2027 July 1, 2025 – June 30, 2027

I. Work Program Purpose

Biennially the Arizona Department of Transportation Multimodal Planning Division (ADOT MPD) prepares a Work Program (WP) for each Council of Government (COG) including required elements to be undertaken with federal funds distributed by ADOT in accordance with the Work Program Agreement terms and conditions. The WP Agreement requires each COG to comply with all applicable Federal and State requirements. This WP describes transportation planning activities to be conducted by the COG between July 1, 2025 and June 30, 2027.

II. Work Program Approval Schedule

ACTIVITY/EVENT	DATE	RESPONSIBILITY
Begin Working on Draft WP	March	COG & ADOT
ADOT Provides First WP Draft to COG	March 7	ADOT
WP Comments to ADOT Regional Planner	April 11	COG
Regional Council Approval of WP (Optional)	May 23	COG
Final WP Due to Regional Planner	May 23	COG
SPR / STBG Funding Authorization Request Letters to MPDAuthorization@azdot.gov	May 23	COG
Final Invoice for WP ending June 30	July 30	COG

III. Work Elements – Transportation Planning

Work Element 1: Public Involvement

1.1 Public Involvement Plan:

The COG will develop a public involvement plan that will guide outreach activities to stakeholders including agency staff, elected officials, the public, transportation providers and human service agencies, and other interested parties. In compliance with Federal and State regulations, the public involvement plan will address outreach for COG activities that occur throughout the fiscal year. Activities include development and amendment of the COG TIP and ADOT STIP, participation in ADOT planning studies such as the statewide long-range plan, and transportation coordination planning activities, including support for regional coordination councils that meet the FTA requirements.

1.2 Public Involvement Activities:

Public involvement activities will include the following:

- Conduct public involvement activities, as defined by the public involvement plan, as appropriate and feasible based on the development of the Plan.

- Demonstrate compliance with public involvement activities (such as providing a reasonable opportunity to comment by the public) during the development of the Transportation Improvement Program (TIP).

1.3 Consultation:

Consultation activities will include the following:

- Activities will include consultation with non-metropolitan elected officials and appointed officials with responsibility for transportation, public meetings, appropriate notification, and other elements.
- Follow guidelines set forth in ADOT policy document Consultation with Non – Metropolitan Local Officials found at: <https://azdot.gov/sites/default/files/2019/05/tcro-policy-update.pdf>.
- For areas that do not meet the National Ambient Air Quality Standards, coordinate with ADOT Air Quality staff to comply with interagency consultation requirements.
- The COG must exercise the State’s tribal consultation and coordination protocol. The purpose for this provision is to ensure compliance with the [ADOT Department-Wide Native Nation/Tribal Government Consultation policy](#) and Arizona Revised Statute Section 41-2051, Subsection C - Responsibilities of state agencies located at: <https://www.azleg.gov/viewdocument/?docName=https://www.azleg.gov/ars/41/02051.htm>. An ADOT Tribal Transportation Consultation Online Training Course and Handbook are available on the Arizona Tribal Transportation website at: <https://aztribaltransportation.org/training>.

1.4 Web Site:

Maintain the COG Web site with current and accurate data. The Web site will include, at a minimum, the following:

- Organizational chart;
- Name, title, and contact information for each staff member;
- Membership lists for the Technical Advisory Committee, Regional Council/Executive Board, and any other COG committees. The lists will include the name, title, and contact information for each member;
- Dates, locations, agendas, and minutes for the meetings of each committee. Agendas shall be posted a minimum of 24 hours before the scheduled meeting. Minutes shall be posted within 5 days of approval;
- Transportation Improvement Program, to include all subsequent amendments. Within 30 days of approval TIP amendments must be posted in compliance with federal regulations (23 CFR 450);
- Transportation coordination planning activities to include meeting schedules, agendas and minutes, provider information and current plans;
- Public involvement activities;
- Files or links to relevant planning studies conducted by the COG, ADOT, or member agencies; and
- Ensure that accurate data on public transit and human service agency transportation programs and services, whether operated by public, private for-profit, or private non-profit entities, is collected, maintained, and posted for use by stakeholder agencies.

Work Element 2: Highway Performance Monitoring System (HPMS) Data

2.1 HPMS Traffic Data Collection and Reporting

The Highway Performance Monitoring System (HPMS) is a national level requirement of all states to provide data on all federally functionally classified roadways. The requirements include data on the extent, condition, performance, use and operating characteristics of the nation's roads and highways. The HPMS contains administrative and extent of system information on all public roads, while information on other characteristics is represented in HPMS as a mix of universe and sample data for arterial and collector functional systems. (<https://www.fhwa.dot.gov/policyinformation/hpms.cfm>)

Logical Groups	Minimum Count Cycle ¹	Volume Only vs. Classification Counts ²
Principal Arterial & NHS Connectors ³	3-year	Classification Counts Needed on all NHS
Minor Arterial, most Collectors, & Ramps	6-year	Volume Counts Only (except on Sample Panels)
Local and Rural Minor Collectors	Unstated ⁴	Volume Counts Only
Sample Panels ⁵	According to functional system	Volume and Classification

Source: HPMS Field Manual, December 2016, Chapter 4, Item 21-27 (pages 4-51 through 4-60).

Notes:

¹ Collecting traffic counts more frequently than the above stated minimum count cycle requirements is permissible and particularly encouraged in high growth and other select areas.

² Vehicle Classification counts provide more detailed distribution of total traffic volumes into vehicle type categories. Classification Counts for HPMS should be grouped into FHWA's 13 vehicle classification categories.

³ In Arizona, all Principal Arterials are on the National Highways System (NHS). NHS Connectors can exist off the Principal Arterial network to connect the primary NHS to other nationally significant intermodal facilities. A listing or map of NHS Connector locations can be provided upon request to ADOT.

⁴ Page 5-7 of the HPMS Field Manual, under the Count Cycle heading, implies a 6-year cycle for rural minor collectors and non-functionally classified roads. Pages 5-3 and 4-52 fail to specifically state a cycle. Other traffic estimation methods are expected on these roads in supplementing field counts to comply with new MIRE data reporting requirements, which call for yearly AADT estimations on all paved roads starting in 2026.

⁵ HPMS Sample Panels are a representative selection of road sections from the total network of functionally classified roads where more detailed data reporting is required for HPMS. Full bidirectional 15-minute bin vehicle classification traffic counts are required at Sample Panel locations which then facilitates reporting of additional traffic statistics (peak hour and directional factors, as well as truck traffic). Volume only counts, required on all functionally classified roads, inform annual changes to the selection of Sample Panels. A listing or map of Sample Panel locations can be provided upon request to ADOT.

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

1. **Traffic Data:** ADOT requests the COG and its member agencies to conduct traffic data collection to supplement the State's needs. ADOT heavily relies on local and regional participation to ensure federal HPMS compliance, particularly

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

The COG shall coordinate with ADOT to facilitate the collection of traffic count data as described on the ADOT Multimodal Planning Division Traffic Monitoring Section website: <https://azdot.gov/planning/transportation-analysis/traffic-monitoring>. To facilitate meeting the federal reporting deadlines, available data should be reported in the MS2 Transportation Count Data System (TCDS) on at least a monthly basis in the form of raw data from traffic counting devices. Submission of the raw traffic count data is needed by February 1st of each calendar year for inclusion in that year's HPMS submission. Reporting shall be a collaborative effort among ADOT, COGs, MPOs, TMAs, and member local public agencies. To facilitate this requirement, ADOT shall:

- schedule training sessions,
- assist with integrating data from continuous counters to TCDS and Traffic Movement Count (TMC) modules,
- offer assistance in the form of short term counts and possible permanent counter installation, and
- provide ad-hoc support and system enhancements as needed (aztrafficdata@azdot.gov).

Any COG or LPA-collected traffic data for purposes of uploading to our Traffic Count Data System (TCDS) database, must meet the following requirements:

- Traffic volumes should be collected directionally and aggregated to 15-minute bins that allow for calculation of peak hour and directional factors.
- All short-term traffic counts must be at least 48-hour duration. Traffic counts must also be collected on days that are representative of typical traffic volumes so counts can effectively be calculated to an accurate estimate of annualized ADT volumes during the year-end traffic data processing and HPMS assembly.
- A comprehensive set of updated traffic count data shall be collected at a frequency no less than the minimum count cycle stated in the above table (i.e., a 3-year cycle for principal arterials and a 6-year cycle for minor arterials and collectors).
- ADOT shall coordinate with local agencies wherever and whenever there are sample panel counts taken on non-state owned HPMS sample panel sections. The COG and member agencies shall participate and cooperate in coordinating with ADOT (or their contractor) on these sample panel section counting efforts and in securing any local agency required permits.
- Local traffic counting programs already in existence at the COG or local level are urged to continue. Where updated traffic count results are already available or planned to be available, this provision strongly encourages the COG to share that data so ADOT can minimize the potential for redundant costs/efforts.
- COGs shall encourage LPAs to submit traffic count field notes or other information about the collected traffic counts and shall be maintained and provided to ADOT staff or its contractors when requested by ADOT or its contractors.

2. **Certified Public Miles (CPM):** Another important piece to the data supply chain for federal reporting is the total number of public road miles within the state, or the Certified Public Miles (CPM) (<https://arcg.is/fD9vG>). As per 23 CFR § 460.3, the Governor of **each** state is required to annually certify and submit CPM. In Arizona, the governor has delegated this responsibility to the director of ADOT. ADOT Multimodal Planning Division (MPD) will compile the updated information into a single report that is submitted to FHWA by June 15 of each year. To meet this annual requirement, public agencies are requested to verify and update public road ownership information and mileage totals using the Functional Classification change request tool set (<https://arcg.is/1L4rDD0>) provided by ADOT. The CPM mileage statistic is one of the contributing factors to the state apportionment for federal funding and is based on the All Roads Network of Linear Referenced Data (ARNOLD) (<https://arcg.is/1KuzzO1>), which ADOT MPD Data Analytics Section maintains, manages and reports to the Federal Highway Administration for the annual HPMS.

3. **Model Inventory of Roadways Elements (MIRE) Considerations:** At the federal level, HSIP and Safety Performance Management Measures Final Rules Overview 23 CFR Part 924 establishes 37 fundamental data elements (FDE) that are a subset of the Model Inventory of Roadway Elements (MIRE) (<https://arcg.is/54CyD0>) that states must collect on all public roadways (ARNOLD network mentioned above) to support safety analysis. The MIRE FDE's expand on the extent of reporting for specific data elements on the HPMS ARNOLD network, because of this, ADOT will need to expand the data collection efforts to functionally classified Minor Collectors and Local roads. Where COG's are already collecting or maintaining this data, ADOT encourages data sharing efforts. For traffic counting efforts specifically, ADOT encourages counting and sharing data on select Minor & Major Collectors in order to estimate Annual Average Daily Traffic (AADT) on lower functionally classified roadways.

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

2.1.2 Traffic Reporting Requirements Using the MS2 TCDS Module

Since 2010, ADOT has provided each COG with a publicly viewable web-based Traffic Count Data System (TCDS) module to support improved data sharing and management of HPMS traffic data items. The ADOT TCDS portal is viewable at <https://adot.ms2soft.com>. Corresponding local agency sites are viewable from a similar web address where "adot" is replaced with the abbreviated COG name (i.e., <https://nacog.ms2soft.com>). Raw traffic counts are processed by ADOT inside the TCDS application to derive and/or apply seasonal factors to compute annualized ADTs, vehicle class distribution, and other traffic statistics. Traffic information is used for the annual HPMS submittal by ADOT to FHWA, as well as for statewide traffic analysis and planning.

If a COG or LPA collects traffic data for use by ADOT, the COG and/or LPA will agree to perform the following tasks related to reporting of traffic count data using the respective COG TCDS module:

- Traffic data collected by or for COG member agencies must be loaded to the web based MS2 TCDS application where it can be reviewed, processed, and analyzed by ADOT.
- Where a contractor is used to collect traffic count data (rather than public agency staff), contracts should specify that counts be delivered/uploaded by the contractor to the MS2 TCDS. Sample contract language is available from ADOT, that includes the following requirement to the contractor:

- All traffic count data must be uploaded into the MS2 Traffic Count Data System (TCDS) repository in a format that is compatible with that system. Traffic count locations (blue squares) must exist on the MS2 TCDS prior to loading traffic counts. Traffic data files uploaded to the MS2 TCDS must be named with the Location ID corresponding to respective count stations on the MS2 TCDS.
- Short-term traffic counts should be loaded continuously throughout the calendar year as the counts are collected. The previous calendar year's traffic collection efforts should be uploaded no later than by February 1st of the next year. For example: by February 1st, 2025, all the traffic data collected within the COG in the calendar year 2024 should be uploaded onto TCDS and be available to ADOT for processing to the HPMS data report.
- If permanent/continuous count data is being collected on non-state system roadways, the LPA and/or COG should work with ADOT to link count stations to the MS2 TCDS module where continuous counts can be leveraged in understanding traffic distributions and in developing updated seasonal and annual growth factors.
- All collected traffic count data is needed irrespective of the functional classification or the federal aid eligibility of the roadway segment and, therefore, should be shared/loaded to the MS2 TCDS.
- Customizable quality control parameters (built into the TCDS system) should be reviewed to facilitate data quality.
- COG, LPA, and private contractor users of the MS2 TCDS should coordinate with the ADOT Data and Information Group (aztrafficdata@azdot.gov) regarding administration of the MS2 TCDS and best practices regarding things like site naming convention and upload procedures. Training may be provided by ADOT staff and/or its contractor as needed.

Where helpful to agencies, COGs may coordinate with the ADOT Transportation Analysis Group to receive training on traffic data collection and application of the TCDS web tools. Training workshops may be provided by ADOT staff and/or its contractor in person or through internet webinars as needed.

Work Element 3: Functional Classification and Data Reporting

3.1 Federal Functional Classification:

- If a functional classification change is needed, the COG or LPA agrees to submit the change to the ADOT We Love Your Input online application.
- As of March 2025, the current application is available at <https://arcg.is/0KGBu90>. An upgraded version of this application is expected to be released by late 2025. The new URL will be distributed to the COGs and LPAs once available.
- Work with [ADOT MPD Data Analytics staff](#) with any follow-up questions or requests for documentation to support the change request.
- Note: for any FC changes:
 - A valid traffic count is preferred in order to be considered. If a new facility is being classified, then the surrounding roads will need a valid traffic count.
 - Submittals should include as much detail justifying the functional class change, including whether the road meets any or all of the typical characteristics and qualitative descriptions outlined in the [Highway Functional Classification: Concepts, Criteria, and Procedures document](#), tables 3-5 and 3-6.

3.2 Data for Population Projections and Estimates

Ensure that population data from the COG region is collected according to requirements of the Arizona Office of Economic Opportunity.

- Actively participate in the Arizona Office of Economic Opportunity Council for Technical Solutions; and
- Work with local jurisdictions to ensure that data required for the preparation of population estimates and projections are collected and submitted to the Arizona Office of Economic Opportunity by the prescribed due date.

3.3 Air Quality Standards

23 U.S. Code § 135 - Statewide and nonmetropolitan transportation planning, section (b) (2) states that a State shall - develop the transportation portion of the State Implementation Plan as required by the Clean Air Act (42 U.S.C. 7401 et seq.) This requires the need to collect information from nonattainment areas (Nogales, Douglas/Paul Spur, Bullhead City, Payson) as follows, when requested by ADEQ or ADOT:

- Listing of public roads maintained by local governments, including paved roads, unpaved roads and maintenance activities and travel that occur on those facilities. Including: Total lane miles are paved (or will be paved, by year), total lane miles of unpaved roads (any dust palliatives, stabilization/watering, chip sealing activities on road, by year), total daily traffic (VMT) on all roads, by year, planned construction or improvement activity on all roads, by year, disclosure of known regionally significant private road ways built or planned, by year (Note: All regionally significant projects must be included in the TIP, regardless of funding source).

40 CFR PART 93, Determining conformity of Federal Actions to State or Federal Implementation Plans: § 93.109 - Criteria and procedures for determining conformity of transportation plans, programs, and projects, §93.110 - Criteria and procedures: Latest planning assumptions, § 93.111 - Criteria and procedures: Latest emissions model, § 93.112 - Criteria and procedures: Consultation, § 93.116 - CO, PM10, PM2.5 hot-spots, and § 93.118 and/or § 93.119 - Emissions budget and/or Interim emissions.

- Coordinate with ADOT Air Quality staff to participate on interagency consultation conference calls or meetings involving ADOT, ADEQ, EPA, FHWA and FTA to review all input planning assumptions, methodologies, and analysis years during a required regional and/or project level conformity analysis for the nonattainment areas.

Timely implementation of Transportation Control Measures, §93.113(d), § 93.117 PM10 and PM2.5 control measures.

- Coordinate with ADOT Air Quality Staff to annually submit by April 1 a report for the committed control measures by the jurisdictions in the Rural PM10/PM2.5 nonattainment areas as requested. Activities to report may include application of a dust palliative (magnesium chloride), street sweeping and the paving/chip sealing of dirt roads and shoulders, will vary by nonattainment area.

Congestion Mitigation and Air Quality Improvement Program (CMAQ), 23 U.S. Code § 149:

- When requested, assist ADOT staff with the review and scoring of Congestion Mitigation and Air Quality project funding applications for the Nogales PM 2.5/10 nonattainment area.

Work Element 4: Transportation Improvement Program

4.1 Transportation Improvement Program (TIP):

The COG shall establish and maintain a TIP in accordance with the requirements of Title 23 USC 134 and 23 CFR 450.324 and the below requirements from ADOT:

- The TIP shall cover a period of no less than four years, be updated (a new TIP prepared and submitted to ADOT) at least every four years, approved by the COG Regional Council, and submitted to ADOT MPD by July 1st of the year the TIP is being updated;
 - If the TIP covers more than four years, ADOT, FHWA, and FTA will consider the projects (beyond four years) as informational;
 - The TIP may be updated—and is encouraged to be submitted to ADOT—more frequently than every four years, but the cycle of the TIP must be compatible with STIP development and approval process;
- Maintain an E-STIP account;
- All TIP projects and TIP Amendments must be entered into E-STIP;
- Provide guidance to local jurisdictions regarding their role in TIP development;
- Review and refine programming evaluation criteria in coordination with the COG's TIP cycle;
- Document the complete decision-making process employed in producing the TIP;
- Monitor approved projects through completion by providing technical assistance to local jurisdictions, and working cooperatively with ADOT Local Government staff and District Engineer(s);
- Conduct a public involvement process in accordance with Work Element 1; and
- Follow guidelines set forth by the ADOT Financial Management Services regarding Obligation Authority and expiring funds.
- Based on roadway federal functional classification, verify that projects identified for the TIP are eligible for federal funding.

Work Element 5: Regional Planning Coordination

5.1 Transportation Technical Advisory Committee:

Maintain a Transportation Technical Advisory Committee (TAC) composed of representatives of local jurisdictions and Tribal Nations for the purpose of carrying out regional planning activities. Conduct regular meetings; provide ADOT with all agendas and documentation of discussions and decisions. A member of the ADOT Planning staff will serve as a voting member of the TAC.

5.2 COG Technical Support:

- Represent the COG region at ADOT meetings on issues related to State System roadways and public transit within the region;
- Serve on Technical Advisory Committees for state, regional, tribal, and local transportation studies within the region;

- Provide technical input on local, regional, and tribal issues; review local, regional, and tribal plans and provide comment;
- Communicate regularly with the ADOT MPD Regional Planner and District Engineer(s) in regards to planning activities;
- Coordinate with stakeholders to encourage participation in ADOT planning studies relevant to the region; and
- Approve projects for submission to the AZ SMART Fund and other ADOT programs as applicable.

5.3 ADOT Five-Year Facilities Construction Program:

Work with ADOT and the TAC to prioritize and recommend improvements to roadways on the State Highway System to be considered for inclusion in the ADOT Five-Year Facilities Construction Program.

- Provide ADOT District Administrator(s) with a prioritized list of recommended improvements within their specified timeframe; and
- Provide input to ADOT District Administrator(s) on issues related to the connections between local roads and the State Highway System.
- COG staff shall participate in the ADOT Planning to Programming Project Nomination process “Engineering District Workshops” to assist with regional prioritization of State System projects. The workshops are designed to provide COG, District, ADOT Technical Group and local elected official input regarding project nominations for the Tentative 5-Year Construction Program updated yearly.

IV. Work Elements – Public Transportation / Transit

Work Element 6: Section 5311, Rural Public Transportation Program

This work element is funded with administrative funds from the FTA Section 5311 program. These funds may be used to:

- Plan for future transportation needs, and develop integration and coordination among diverse transportation modes and providers;
- Assist sub-recipients with complying with federal requirements;
- Develop applications in coordination with grant applicants; and
- Monitor local project activities relating to what areas are being served, budget management, capital projects, ridership, and other relevant program activities.

Allowable administrative costs include salaries, overhead expenses, supplies, and office equipment used to administer the program. Allowable technical assistance costs may include program planning, program development, development of vehicle and equipment specifications, management development, and coordination of public transportation programs (public and private for-profit and nonprofit). Travel costs are eligible and will be reimbursed in accordance with State travel policies.

6.1 Grantee application assistance

- Provide technical assistance, as needed; to applicants for the development of applications (i.e. provide socioeconomic data, census data and assist with identifying partners for consolidation and/or potential expansion of service within a region);

6.2 Participate in the annual evaluation process

- Upon request, COGs will participate in the evaluation process, which includes ranking the applicants according to the evaluation criteria contained in the Section 5311 Guidebook.

6.3 Planning and Coordination

- Include an analysis of Intercity Travel needs for the region.
- Work with ADOT and the TAC to prioritize and recommend transit service and facility improvements in the region;
- Participate in planning or operational studies, as needed, such as when changes in service within the region are considered;
- Collaborate with sub-recipients to develop safety, security and emergency management plans;
- Collaborate with sub-recipients to develop capital improvements with other public, private and non-profit agencies/stakeholders in the region.
- Collaborate with and/or share with ADOT Program Managers regarding needs in the region.

6.4 Build capacity among subrecipients to comply with federal requirements.

- Maintain knowledge of current federal requirements, through attending in person and webinar trainings, following changes through the FTA website, and participating in activities such as site visits.
- Monitor local project activity through participating on advisory boards, reviewing reports, reviewing notices and printed material for clarity and compliance with FTA requirements, and routine communication with subrecipients.
- Assist sub-recipients with complying with federal requirements.
- Support the provision of training to sub-recipients as needed.

◆ Work Element 7: Rural Public Transportation Program (non-Sections 5310 or 5311)

This work element is funded with Surface Transportation Block Grant (STBG) funding from CAG's Transportation Improvement Program (TIP) to fund the transitional phase of the IPTA and hire a team to assist with preparation of all required documents so that the IPTA is eligible to apply, as a subrecipient of ADOT, for transit funding to continue operations in Gila County. Tasks to be performed by CAG Staff and/or a consulting firm will include:

- Project Management on behalf of the GCIPTA.
 - Provide monthly progress reports documenting status of project, travel and expense receipts and prepare and submit invoices
 - Provide staffing to the GC IPTA Board. Including facilitation of board meetings and preparing necessary meeting documents (agenda, minutes, staff reports, etc.).
 - Organize a series of meetings with stakeholders and Board Members, monthly project management team (PMT) meetings once consultant is under contract, and other identified meetings, with the Member Agencies and/or the Technical Working Group (TWG) including preparation of associated agendas, supporting data, and summary notes/minutes.

- Development of an administrative code/bylaws for the GC IPTA Board.
- Identify and maintain contact information for key person interviews, and groups for stakeholder participation.
- Assist and provide oversight with the hiring of a CEO for GCIPTA
- Prepare an RFP/RFQ for hiring of a consulting firm.
- Consultant will assist with integration of the Beeline Bus and Copper Mountain Transit required documents and merge under the Gila County IPTA to become applicant ready for the upcoming grant cycle.
- CAG Staff and consultant will support the consolidation of the following plans and/or datasets relative to inclusion in Regional/State plans (where applicable):
 - Transition Plan
 - Structure and Governance
 - Financial management, including
 - Establishing GCIPTA's status as a subrecipient of ADOT
 - Indirect cost rate plan and approval letter
 - Consolidated Chart of Accounts
 - Consolidated financial management policies/procedures
 - Asset transfer processes (inventory, ownership, control, access, timelines)
 - Organization chart, conflict of interest policy, and staffing plan
 - Transition schedule (including service and operations)
 - Consolidated Rider's Guide
 - Indirect cost rate plan and approval letter
 - Consolidated Chart of Accounts
 - Civil Rights Plans (Title VI, ADA, to be based on ADOT template)
 - Transit Asset Management (TAM) Plan & Targets (data only as part of ADOT Group Plan)
 - Drug Free Workplace Act & Drug & Alcohol Policy (based on FTA template)
 - Maintenance Plan & Warranty Claim Procedures
 - Training Program (including Driver Handbook)
 - This task will require extensive coordination with existing agency departments, including:
 - Coordination meetings/interviews with existing CAG, Gila County, Payson, and Miami departments
 - Coordination with ADOT Transit
 - Monthly working group meetings to review
 - Allowable administrative costs include salaries and benefits, overhead expenses, consulting fees and allowable travel expenses in accordance with the State Travel Policies.

- All of the activities described in Work 7 are expected to be completed by December 2026.

V. Work Elements – Travel, Training, and Direct Expenses

Work Element 87: Travel, Training, and Direct Expenses

- Pursuant to 2 CFR 200.475, all travel for the COG and its Contractors funded through the WP Projects must comply with the COGs policies for Travel. In the absence of an established written policy regarding travel costs, the rates

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

- Direct expenses associated with travel and training (including conferences) must have prior written approval via an approved WP, WP Amendment, or email approval from ADOT and FHWA for the following special circumstances:
 - Out of state travel and/or
 - Single-occurrence travel for an individual or event of \$5,000 or more.
- For the mentioned travel circumstances, the WP or email should clearly identify the activity and describe how the activity ties to the delivery of the transportation planning process.
- Itemized receipts for travel-related expenses, except for meals and incidentals, will be required for all reimbursement requests. Receipts for meals and incidentals are required to be retained for 5 years by the requesting agency for audit purposes. When in travel status, only actual expenses are reimbursable, within reimbursement limits as described and established by the rates for travel in the COG Travel Policy, but cannot exceed federal GSA-established rates. Failure of COG staff or their TAC/Board/Council representatives to follow the COG Travel Policy may result in a reimbursement request being rejected.
- ADOT and FHWA have the right to decline travel/conference activities if the activity does not seem “necessary and reasonable” to carry out the transportation planning process.
- Capital expenditures for the purchase of equipment are allowable as direct costs, provided that items with a unit cost of \$10,000 or more have the prior written approval of FHWA or ADOT.
- Please refer to the U.S. General Services Administration website for a list of travel-related expenses that are incidentals, the reimbursement of which will reduce the amount available for meals, and other travel related expenses, the reimbursement of which does not reduce the amount available for meals.
- Lodging reimbursements related to non-state events (i.e. conferences, conventions, and meetings) may not exceed the least federal reimbursement rates for lodging.

VI. Budget Table

Please see "[Attachment A](#)" for FY26 & FY27.

~~Insert one Budget Table for each Fiscal Year. A Budget Table template may be provided upon request from ADOT.~~

Any "carryforward" PL, SPR, and STBG balances (unspent and/or unobligated funds) must be identified within the WP and WP Budget Table, or such funds may be reallocated at ADOT's discretion.

Planned / Anticipated COG Out of State Travel Schedule			
Anticipated Dates	Location	Event Description	Total Estimated Cost
= No Out of State Travel Anticipated	= N/A	= N/A	= N/A
Planned / Anticipated COG Out of State Travel Schedule			
Anticipated Dates	Location	Event Description	Total Estimated Cost
=	=		=
=	=		=
=	=		=

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PProjects to be Procured

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

Work Program and Budget Approval

The COG may not incur any costs for work outlined in the WP or any subsequent amendments prior to receiving written approval from ADOT, FHWA, and FTA. By signing this document, the COG agrees to carry out the work described in this Work Program in accordance with their Work Program Agreement. Any revisions to the Work Program shall be completed according to Section 2.0 of the Work Program Agreement.

Central Arizona Governments (CAG)

Executive Director _____ **Date**

Regional Council Chairperson (Optional) _____ **Date**

Arizona Department of Transportation, Multimodal Planning Division (ADOT MPD)

ADOT MPD Director _____ **Date**

Central Arizona Governments - Annual Work Program Budget
 State Fiscal Year 2026: July 1, 2025 - June 30, 2026

WORK ELEMENT NUMBER and TITLE	Match Ratio		FHWA	FTA	Match: \$ or In-kind	TOTALS	
	Federal	Local	FY24 SPR				
1	Public Involvement	80%	20%	\$2,000	N/A	\$500	\$2,500
2	Highway Performance Monitoring System Data (HPMS)	80%	20%	\$0	N/A	\$0	\$0
3	Functional Classification and Data Collection	80%	20%	\$2,000	N/A	\$500	\$2,500
4	Transportation Improvement Program	80%	20%	\$25,000	N/A	\$6,250	\$31,250
5	Regional Planning Coordination	80%	20%	\$96,000	N/A	\$24,000	\$120,000
6	Section 5311 Rural Public Transportation Program	100%		N/A	\$20,000	N/A	\$20,000
7	Non Section 5310, 5311 Rural Public Transportation Program(STBG)	94.3%	5.7%	75,000	N/A	\$4,553	\$79,553
8	Travel, Training, and Direct Expenses	80%	20%	\$0	N/A	\$0	\$0
TOTALS				\$200,000	\$20,000	\$35,803	\$255,803

Central Arizona Governments - Annual Work Program Budget
 State Fiscal Year 2025: July 1, 2026 - June 30, 2027

WORK ELEMENT NUMBER and TITLE	Match Ratio		FHWA	FTA	Match: \$ or In-kind	TOTALS	
	Federal	Local	FY25 SPR				
1	Public Involvement	80%	20%	\$2,000	N/A	\$500	\$2,500
2	Highway Performance Monitoring System Data (HPMS)	80%	20%	\$0	N/A	\$0	\$0
3	Functional Classification and Data Collection	80%	20%	\$3,000	N/A	\$600	\$3,600
4	Transportation Improvement Program	80%	20%	\$24,000	N/A	\$4,800	\$28,800
5	Regional Planning Coordination	80%	20%	\$96,000	N/A	\$24,000	\$120,000
6	Section 5311 Rural Public Transportation Program	100%		N/A	\$20,000	N/A	\$20,000
7	Non Section 5310, 5311 Rural Public Transportation Program(STBG)	94.3%	5.7%	0	N/A	\$0	\$0
8	Travel, Training, and Direct Expenses	80%	20%	\$0	N/A	\$0	\$0
TOTALS				\$125,000	\$20,000	\$29,900	\$174,900

NOTE: In-Kind match derives from the time and travel resources from individuals that attend and participate in CAG committee meetings and/or grant funded studies.