

DATE & TIME: September 16, 2026 at 3:00 PM

LOCATION: Online Zoom Meeting

CALL IN: 877-853-5257

MEETING ID: 858 6953 3959

MEETING PASSWORD: 178669

You will need to enter in the meeting ID and meeting password. If you wish to participate by phone only, please call **877-853-5257**. Enter Meeting ID **858 6953 3959**. Use password **178669** and when asked for Participant ID, please push #.
<https://us02web.zoom.us/j/85869533959?pwd=bqYTohO5la7v7kE9L06MWbkoFjLTJ5.1>

I. Call to Order – Chair Todd Pryor

II. Pledge of Allegiance

III. Roll Call & Introductions of Guests

IV. 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 Management Committee. Individual Management Committee 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.)*

V. Consent Agenda *(All items on the Consent Agenda are considered to be routine and will be approved by a single vote. A Management Committee member or the Executive Director may request that an item be removed from the Consent Agenda and considered separately.)*

- A. Approval of the March 18, 2026, Management Committee Meeting minutes – *Angela Gotto*
- B. Resolution No. 2026-02 approving the CAG 2026 Title VI Non-Discrimination Program Implementation – *Zeena Gagnon*

VI. Executive Director's Report

VII. New Business

- A. Informational discussion on the CAG 5-year Comprehensive Economic Development Strategy (CEDS) – *Andrea Robles, Evelyn Casuga, Peggy Fiandaca*
- B. Approval of the Financial Report – *Yvonne Tackett*
- C. Approval of ADOT MPO Audit Report and issue payment to the Arizona Department of Transportation – *Yvonne Tackett*
- D. Approval of the CAG FY 27 Budget – *Yvonne Tackett*
- E. Approval of the Town of San Tan Valley as a new CAG Member – *Andrea Robles*
- F. Waive membership dues/ RTAC assessments for the Town of San Tan Valley for the remainder of FY 27 – *Andrea Robles*
- G. Approval of the CAG FY2026 – FY2030 Transportation Improvement Program (TIP) – *Steve Abraham*
- H. Approval of the CAG FY2028 RTAC Projects – *Steve Abraham*
- I. Appointment of Member at Large to the CAG Regional Council Executive Committee – *Andrea Robles*

VIII. Information Items

- A. Department Updates *(Transportation Planning Department, Community Development Block Grant, Planning and Economic Development Department)* – *CAG Staff*

IX. Call to the Committee

X. Upcoming Meetings & Events

Management Committee

October 21, 2026 - Apache Junction

January 13, 2027 – Apache Junction

Regional Council

September 30, 2026 – Apache Junction

October 28, 2026 – Apache Junction

January 27, 2027 – Apache Junction

Transportation Policy Summit

October 14-16, 2026 – Flagstaff, AZ

XI. Adjourn



☐	Information Only
☒	Motion to Approve

Date: September 16, 2026

To: Andrea Robles / Management Committee

From: Angela Gotto, Administrative & Special Projects Coordinator

Subject: Management Committee Minutes – March 18, 2026

Recommended Motion

Move to approve the Management Committee minutes from March 18, 2026.

Attachment(s)

March 18, 2026, Management Committee Meeting minutes



Management Committee

March 18, 2026, Meeting Minutes

DATE: March 18, 2026

TIME: 3:00 P.M.

LOCATION: 2540 W. Apache Trail, Suite 108; Apache Junction, AZ 85120

I. CALL TO ORDER

Chairman Todd Pryor called the meeting to order at 3:10 PM.

II. PLEDGE OF ALLEGIANCE

Chairman Pryor led the Management Committee, guests, and CAG Staff in the Pledge of Allegiance.

III. ROLL CALL AND INTRODUCTIONS

Members Present: Todd Pryor, Alexis Rivera, Rob Wisler, Tami Ryall, Robert Aldouis, Gilbert Lopez, Mackenzie Letcher, Ryan McDonald

Members Absent: Dean Hetrick, James Menlove, Paul Jepson, Darren Coldwell, Tim Grier, Jeff Gardner, Katy Proctor, Gloria Ruiz, Mackenzie Letcher, Amanda Kenney

Guests: Tom Dorn, Eric Emmert

Staff: Andrea Robles, Zeena Gagnon, Steve Abraham, Yvonne Tackett, Elyssa Pino

IV. CALL TO THE PUBLIC

No one answered the call the public.

V. LEGISLATIVE UPDATE

Dorn Policy Group provide the Legislative Update.

VI. CONSENT ITEMS

Mr. Gilbert Lopez, City of Coolidge, made a motion to approve the consent agenda items as presented. Mr. Rob Wisler, City of Apache Junction, seconded the motion. The motion passed unanimously.

A. Approval of the January 14, 2026, Management Committee Meeting Minutes

The January 14, 2026 Management Committee minutes were approved under Consent Agenda Item VI-A.

B. Approval of Resolution No. 2026-01 supporting and declaring April as Fair Housing Month

Resolution No. 2026-01 supporting and declaring April as Fair Housing Month was approved under Consent Agenda Item VI-B.

VII. EXECUTIVE DIRECTOR'S REPORT

Ms. Andrea Robles updated the Committee on recent activities and meetings taking place at CAG. She stated that at the Regional Council meeting on April 1st, CAG will be holding an ADOT Listening Tour during the first hour of the meeting. Ms. Robles stated that she would be sending out more information as it is received. She stated that listening tours will also be hosted within the CAG communities in Gila and Pinal Counties.

Ms. Robles thanked those who attended the CAG Legislative Day and that she and Steve Abraham have continued hosting meetings at the capital to meet with representatives regarding the RTAC initiative. She stated that she would be meeting with San Tan Valley to discuss them joining CAG as they have inquired about membership. Ms. Robles stated that the two-year grant application for the Mobility Management program had been submitted for CAG and the Sun Corridor MPO. Questions, comments, and discussion followed. This was an information item.

VIII. NEW BUSINESS

A. Financial Report

Ms. Yvonne Tackett presented the January CAG financial report. She stated that expenditures are at 50.19% and revenues are at 45.9% of the budget. Ms. Tackett stated that the revenue number is at a negative net due to complications with the ADOT reimbursement portal and not being able to submit reimbursement requests for the last quarter (Oct-Dec 2025). She stated that ADOT has been working with CAG to correct the system issues and while they were able to correct the planning grant system the Mobility Management grant system is still not working.

Ms. Tackett stated that she has since submitted for the planning grant reimbursement and would do the same for the Mobility Management grant once that system was fixed. Questions, comments, and discussion followed. Mr. Alexis Rivera, Town of Miami, made a motion to approve and pass to Regional Council the January CAG Financial Report as presented. Mr. Mackenzie Letcher, City of Eloy, seconded the motion. The motion passed unanimously.

B. FY 2027 RTAC Assessment

Ms. Andrea Robles stated that the RTAC Assessment was originally presented at the January Management Committee meeting, however, staff was recently notified that the RTAC Assessment would increase by 17.7%. She stated that Mr. Kevin Adam had resigned and that Dorn Policy Group had been hired in the interim to assist with the duties that Kevin was undertaking. Ms. Robles stated the RTAC Assessment has not increased since FY 2023. She stated that CAG collects the assessment and disburses it to NACOG whom houses the RTAC. Questions, comments, and discussion followed. Mr. Mackenzie Letcher, City of Eloy, made a motion to approve and pass to Regional Council the FY 2027 RTAC Assessment as presented. Mr. Alexis Rivera, Town of Miami, seconded the motion. The motion passed unanimously.

C. CAG FY 2026 – FY 2030 Transportation Improvement Program (TIP)

Mr. Steve Abraham presented several administrative and formal amendments to the FY 2026 – FY 2030 Transportation Improvement Program (TIP). He stated that the amendments laid out the projects that were awarded Transportation Alternative Grants. Mr. Abraham stated that he will be discussing this program with member agencies as there is a new cycle beginning. He stated that there are a few items that have asterisks beside them and those are items that are reinstallations of projects from previous fiscal years.

Mr. Abraham stated there were five formal amendments that represent current projects (Payson Forest Drive construction and design; San Carlos sidewalk construction and design). Questions, comments, and discussion followed. Mr. Mackenzie Letcher, City of Eloy, made a motion to approve and pass to Regional Council the CAG FY 2026 – FY 2030 Transportation Improvement Program as presented. Mr. Alexis Rivera, Town of Miami, seconded the motion. The motion passed unanimously.

D. CAG FFY 2026 – FFY 2028 Community Development Block Grant (CDBG) Method of Distribution (MOD)

Ms. Andrea Robles informed the Committee that this item is the CAG CDBG Method of Distribution (MOD) for CAG's CDBG members. She stated that a meeting was held on February 17th to discuss different funding scenarios. Ms. Robles stated some members expressed an interest in exploring longer partnerships. She stated that after some follow-up conversations members wanted to continue with their current partnerships.

Ms. Robles stated that the recommendation for the next three years the partnerships will remain the same and to continue the MOD with equal distribution. Questions, comments, and discussion followed. Ms. Tami Ryall, Pinal County, made a motion to approve and pass to Regional Council the CAG FFY 2026 – FFY 2028 Community Development Block Grant Method of Distribution as presented. Mr. Gilbert Lopez, City of Coolidge, seconded the motion. The motion passed unanimously.

E. 2026 CAG/SCMPO Coordinated Public Transit – Human Services Transportation Plan

Ms. Zeena Gagnon presented the annual Coordinated Public Transit – Human Services Transportation Plan. She stated that the plan includes information about transit services within the CAG and SCMPO Region as well as gaps in services. Ms. Gagnon stated that the plan highlights 5310 and 5311 providers and identifies participants on the Gila Pinal Rides Committee, which is a forum to identify regional needs and gaps in services and provides an opportunity for providers to coordinate and discuss any issues they may encounter. She stated that the plan also sets goals for the year and provides demographic information for the region as a tool to identify areas that may need more services.

Ms. Gagnon stated that any 5310 provider that will be applying for 5310 program funds from ADOT must be identified in the plan. Questions, comments, and discussion followed. Mr. Ryan McDonald, Town of Queen Creek, made a motion to approve and pass to Regional Council the 2026 CAG/SCMPO Coordinated Public Transit – Human Services Transportation Plan as presented. Mr. Mackenzie Letcher, City of Eloy, seconded the motion. The motion passed unanimously.

IX. INFORMATION ITEMS

A. Department Updates

Community Development Block Grant (CDBG)

Ms. Andrea Robles stated that the City of Apache Junction's Prospector Park CDBG Project and Superstition Shadows SSP Project were completed in February. She stated that the City of Globe has selected American Ramp Company to complete the Skate Park Improvement project, the Town of Hayden selected Atlas to complete the environmental assessments for their Slum and Blight project and a bid opening for the Town of Payson ADA Main Street project was held on March 17, 2026. She stated that Fair Housing Training will be held on April 14th at 10:00 AM.

Ms. Robles stated that staff would begin coordinating the public participation process with the communities that will receive FY 2026 funding over the next couple of months. Questions, comments, and discussion followed. This was an information item.

Planning Department

Ms. Andrea Robles stated that staff is currently reviewing and tabulating residential completion data to be reported to the State Demographer for development of the July 1, 2026 Annual Population Estimates. She stated that staff has also submitted annexation data as part of this data collection cycle. Questions, comments, and discussion followed. This was an information item.

Transportation Planning

Mr. Steve Abraham informed the Committee that the TA Grant cycle is open for submittals. He stated that this is the most popular grant cycle and he will be working with the communities to ensure their grants are submitted properly and in a timely manner. Mr. Abraham stated that he attended the SR 24 DCR and although it is outside of CAG's transportation area, it is significant to CAG due to the traffic it will send to the US 60 and Gold Canyon area. He stated the initial modeling effort shows one thousand cars a day coming out to US 60.

Mr. Abraham stated that he has been named as a member of the technical advisory committee for the ADOT route transfer policy update. He stated that staff coordinated with Gila County to kick off their SS4A grant and they will be providing a presentation at the Regional Council meeting. Mr. Abraham stated that ADOT is currently doing listening tours within the region. He stated one would be taking place at CAG Regional Council and others are being scheduled within the communities. Mr. Abraham stated that staff had the opportunity to meet with Senator Shope, Representative Lopez and Representative Blackman to discuss the RTAC Priority Projects. He stated that the discussion was very informative and positive.

Mr. Mackenzie Letcher, City of Eloy, asked if the remaining ADOT listening tours are posted online or if there is somewhere they could go to see the schedule. Mr. Abraham stated that they are listed, but that they have not scheduled all of them at this time. He stated that once staff know where the listening tours are taking place it will be sent out to the members. Questions, comments, and discussion followed. This was an information item.

Water Quality Planning

Mr. Steve Abraham stated that TSRD and MPUC 208 Amendments have been approved by EPA. He stated that there is a new Region IX representative that he is in contact with. Mr. Abraham stated that the EPA has updated their 208-submittal checklist and they now require TMPL analysis at the 208 Plan stage. He stated this is the amount of pollutants that you can disburse into the watershed. Mr. Abraham stated staff will ensure all the CAG materials are updated to reflect this and that all 208 providers are aware of this requirement. He stated that he is currently reviewing some of the processes for AZPDES permits to try to make that a more streamlined process. Questions, comments, and discussion followed. This was an information item.

X. CALL TO THE COMMITTEE

The members present provided updates on their communities.

XI. UPCOMING MEETINGS & EVENTS

The next Management Committee Meeting will be held on June 10, 2026.

XII. ADJOURN

Mr. Mackenzie Letcher, City of Eloy, made a motion to adjourn. Mr. Rob Wisler, City of Apache Junction, seconded the motion. Chairman Pryor adjourned the meeting at 4:00 PM.



☐	Information Only
☒	Motion to Approve

Date: September 16, 2026

To: Andrea Robles/ Management Committee

From: Zeena Gagnon, Mobility Management Coordinator/Title VI Coordinator

Subject: Resolution No. 2026-02 Adopting the CAG 2026 Title VI Non-Discrimination Program Implementation

Recommended Motion

Move to approve Resolution No. 2026-02 Adopting the CAG 2026 Title VI Non-Discrimination Program Implementation

Summary Discussion

The Title VI Non-Discrimination Program Implementation Plan (Title VI Plan) update will ensure fair treatment and meaningful involvement of all people during the planning, development, evaluation, and implementation of Federal-aid programs and activities. The changes in the CAG Title VI Plan are as follows:

- *Updated the Policy Statement signed by the agency head*
- *Updated Title VI Assurances*
- *Updated Race and Gender Statistical information*
- *Updated language to reflect federal changes- removed references to Limited English Proficiency and Environmental Justice from the document*
- *Updated forms/links to reflect federal changes*

Attachment(s)

CAG 2026 Title VI Non-Discrimination Program Implementation Plan

https://www.cagaz.org/Departments/tpt/TitleVI/CAG2026TitleVIPlan_DRAFT.pdf



**A RESOLUTION OF THE CENTRAL ARIZONA GOVERNMENTS ADOPTING CAG’S
2026 TITLE VI NON-DISCRIMINATION PROGRAM AND IMPLEMENTATION PLAN**

WHEREAS, the Central Arizona Governments (CAG) is a Council of Governments serving the two-county region of Gila and Pinal Counties; and

WHEREAS, CAG is a subrecipient of funding from the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) passed through the Arizona Department of Transportation (ADOT), to carry out an annual work plan consisting of transportation and public transit planning activities; and

WHEREAS, Pursuant to 23 CFR 635.102, ADOT has the authority to delegate project administration and management to subrecipients and Local Public Agencies (LPAs) including any city, county, township, municipality, or other political subdivisions that may be empowered to cooperate with ADOT in highway matters; and

WHEREAS, as an LPA and subrecipient of FHWA and FTA funding, CAG is required to carry out its transportation planning duties and obligations in accordance with all applicable federal requirements, including but not limited to Title VI of the Civil Rights Act of 1964, which requires outreach to underserved groups; and

WHEREAS, in accordance with Title VI requirements, CAG has developed a Title VI Non-Discrimination Program and Implementation Plan to ensure that underserved individuals are provided meaningful opportunities to become involved in the transportation planning process within the CAG Region; and

WHEREAS, FTA Circular 4 702.1B, as revised, now requires Governing Board approval of Title VI plans.

NOW, THEREFORE, BE IT RESOLVED that the CAG Regional Council hereby approves the 2026 CAG Title VI Non-Discrimination Program and Implementation Plan dated September 30, 2026.

THIS RESOLUTION WAS PASSED BY THE REGIONAL COUNCIL AT A REGULAR MEETING THEREOF ON THE 30th DAY OF SEPTEMBER 2026, BY THE FOLLOWING VOTE:

AYES:

NOS:

ABSTENTIONS:

ABSENT:

Mayor Al Gameros
Chairman, Regional Council

Vice Mayor Robert Schroeder
Secretary/Treasurer, Regional Council

ATTEST:



☒	Information Only
☐	Motion to Approve

Date: September 16, 2026

To: Management Committee

From: Andrea Robles, Executive Director

Subject: Informational discussion on the CAG 5-year Comprehensive Economic Development Strategy (CEDS)

Staff Summary

CAG has hired Arizona Town Hall (Evelyn Casuga, Peggy Fiandaca and Feifei Zhang, NAU) to develop the 5-year Comprehensive Economic Development Strategy (CEDS). Two meetings have been held with the CEDS Committee, a discussion with CAG's Executive Committee and one-on-one interviews have taken place throughout the Region.

The Working Paper #2 will be discussed during the Management Committee meeting. Please review it before the meeting and come prepared with questions, edits, and ideas for goals/strategies.

Attachment(s)

CEDS Working Paper #2



Comprehensive Development Strategy (CEDS)

2026-2030

Working Paper #2 REVISED

Management Committee

September 16, 2026

Prepared by:

Arizona Town Hall Collaborative

REVISED CAG CEDS UPDATE OUTLINE

To streamline and focus the CEDS Update, the following new outline is presented below for discussion and review. The intent is to make it more user-friendly by moving the data and analysis to the end of the document as background information. Reduce the introductory information so that the CEDS emphasis is on the SWOT Analysis and Strategic Action Plan. The Strategic Action Plan should focus on Resiliency, Mission/Vision, SWOT, and the Action Plan.

CEDS Update Table of Content	Current CEDS Table of Content
INTRODUCTION CEDS Overview Regional Overview	CAG Regional Vision and Mission
SWOT ANALYSIS	Introduction
STRATEGIC ACTION PLAN Regional Vision and Mission Economic Resiliency Strategic Focus Areas 1. Dynamic Business Environment 2. Livability and Housing 3. Infrastructure and Site Readiness 4. Ready Workforce	Economic Resilience • Workforce Development • Infrastructure • Broadband • Housing • Transportation • Water, Sewer, Power & Gas • Economic Diversification • Water Conservation/Management • Tourism and Experience
EVALUATION FRAMEWORK • Accountability • How is Success Measured?	Demographic and Socioeconomic Profile
APPENDIX • Demographic Overview • Glossary	Physical Characteristics
	Land Ownership
	Climate
	Natural and Cultural Resources
	CAG Region vs. Global Economy
	SWOT Analysis for the CAG Region
	Action Plan for the CAG Region • CAG Regional Vision • Workforce Development • Infrastructure • Broadband • Traditional

	• Regional Transportation Network • Regional Flood Control • Economic Diversification • Water Conservation/Management • Tourism and Experience • CAG Region Opportunity Zones
	Evaluation Framework and Resilience • Performance Measure
	CAG Region Project Listing

New CEDS Format - Questions to Consider:

What changes should be made?

Are there additions or clarifications?

INTRODUCTION

The Comprehensive Economic Development Strategy (CEDS) is both an actionable blueprint for sparking inclusive regional growth and a comprehensive economic strategy that meets Economic Development Administration (EDA) requirements. The CEDS (2026-2031) recognizes that the CAG region is diverse, with dynamic needs requiring flexibility to advance local and regional initiatives.

CAG performed a competitive analysis to understand the region's economic position. Using this analysis, CAG identified strategic actions to enhance economic resilience, innovation, and long-term livability. The CEDS is the overarching planning document and data source that CAG uses to prepare regional priorities and projects for implementation. However, it is not intended to be the only document directing economic development in the region. It is designed to align with and enhance ongoing economic development efforts and support broader regional, state, and local plans.

The CEDS resulted from meaningful engagement with community leaders and stakeholders from throughout the region. The update process utilized existing working groups in the two counties to solicit public and private input. The CEDS Committee membership represents the region and met several times to develop strategies to address regional issues. Ultimately, the CAG CEDS will be adopted by the Regional Council before being submitted to the EDA for approval.

The Central Arizona Governments (CAG) was established in 1975 and provides regional planning services to Gila and Pinal Counties. CAG is the designated regional economic development district (EDD) and is required by EDA to maintain and update the CEDS every 5 years.

EDA developed the CEDS Program to evaluate and quantify districts nationwide. The purpose:

- Establish regional priorities for projects and investments.
- Promote economic development and opportunity
- Foster effective transportation systems
- Enhance and protect the environment
- Balance resources through sound management of development.

REGIONAL OVERVIEW

Historic and projected development throughout the region indicate a very promising future but also underscore some fundamental challenges. For decades, the region has had abundant developable land, particularly in Pinal County; relatively affordable housing; and excellent quality-of-life attributes that have fueled Pinal County's strong population growth and Gila County's stability. The region has and will continue to struggle to maintain these attributes as growth continues and the economy shifts.

The CAG region includes two very different counties (Pinal and Gila), 18 distinct incorporated governments, and four sovereign Native American communities. The land area of Gila County is 4,758 square miles, and Pinal County is 5,366.7 square miles (excluding water bodies). The EDD land area is 10,124.7 square miles.

- **Gila County:** Globe, Hayden, Miami, Payson, Star Valley, and Winkelman.
- **Pinal County:** Apache Junction, Casa Grande, Coolidge, Eloy, Florence, Kearny, Mammoth, Marana, Maricopa, Queen Creek, San Tan Valley, and Superior.
- **Native American Communities:** Ak-Chin, San Carlos Apache Tribe, Gila River Indian Community, and White Mountain Apache Tribe.



The EDD borders Maricopa County, with large, growing suburban communities to the north and west, and Pima County to the south. Yavapai, Coconino, and Navajo counties border the EDD to the north, and Graham County to the east. Land ownership patterns are also a key factor in the region's development. Only 15 percent of the land in the region is privately owned; the other 85 percent is divided among Federal lands (37 percent), Native American Indian Communities (29 percent), and Arizona state trust lands (19 percent). Opportunities for physical expansion for communities within eastern Pinal County and all of Gila County are limited, but opportunities remain to improve local economies and quality of life.

The region falls into three distinct elevations: low-lying desert across most of western Pinal County, steep hills and mountains in eastern Pinal County and southern Gila County, and a distinct physical break to higher elevations in northern Gila County (the Mogollon Rim). The CAG region's physical characteristics directly affect its regional economic development. The region has an exceptionally large geographic extent, further complicated by variation in physical environment and land ownership. Together, these factors create distinct sub-regions throughout Gila and Pinal counties. Additionally, variations in soil types limit physical development in large portions of the region. In general, the western portions of the CAG region have more developable soils.



Gila County: Gila County covers approximately 4,769 square miles in east-central Arizona. The county's varied topography and geology have shaped its development and economy. Mountainous terrain and the heavily timbered Mogollon Rim dominate the northern and eastern portions. The Gila, Salt, and East Verde Rivers, all major surface-water tributaries, help define the county's physical, political, and resource-management areas. Globe is the county seat and the second-largest urban population area.

Because of its varied physiographic features and existing development patterns, Gila County can be divided into geographic regions, each with a unique identity and history based on its characteristics. The southern Gila County region, which roughly extends south from Globe and Miami to the Hayden/Winkelman area, has an economy and culture rooted in copper mining. The eastern region, which comprises portions of the San Carlos and Fort Apache Indian Reservation, contains the San Carlos Apache Gold Casino and Globe-San Carlos Airport. The central Gila County region, which includes Tonto Basin, has seen solid growth anchored by its easy access and proximity to the Phoenix metropolitan area, the availability of private land, and proximity to Lake Roosevelt. The northeastern portion, which contains the community of Young, is surrounded by public lands and is very rural. The northern Gila County region, which includes Payson, Pine, and Strawberry, has seen a surge in population as local economies have shifted from mining and timber to tourism, attracting visitors for second-home development and recreational activities. The Town of Payson is the trade center for northern Gila County and has experienced steady population and employment growth since 2000.

Pinal County: Pinal County is one of Arizona's largest counties, covering 5,386 square miles and including incorporated municipalities, four Native American communities, and unincorporated areas. Pinal County continues to experience a fast-growing economy. While Gila County's population has remained relatively stable, adding approximately 605 residents since 2020 (an increase of 1.1 percent), Pinal County has added over 62,943 residents between 2020 and 2025 (an increase of 14.3 percent). The rapid growth over the past several decades has been attributed to abundant, low-cost, developable land and relatively inexpensive commutes into employment centers in the Phoenix and Tucson metropolitan areas. Most notable is new employment growth in the County from emerging industries, expansions, and supplier companies. Pinal County is a mosaic of public and private land ownership, with the county having planning authority over privately owned land. Arizona state trust lands represent about 2/3 of available land in Pinal County, and other jurisdictions include federal lands managed by the Bureau of Land Management, the Bureau of Reclamation, and the U.S. Forest Service.

Growth within Pinal County has been particularly strong in several communities, including Coolidge (+50.0 percent), Maricopa (+33.4 percent), Casa Grande (+28.7 percent), Eloy (+24.7 percent), and Apache Junction (+16.6 percent) between 2020 and 2025.

Population growth is expected to continue. Arizona Office of Economic Opportunity projections indicate that the CAG region could grow another 15.6 percent between 2025 and 2030, reaching approximately 642,900 residents. Pinal County is projected to grow 17.3 percent during this period, while Gila County is projected to remain relatively stable, increasing approximately 0.6 percent. These differing growth patterns create different economic development needs across the region, including accommodating rapid population and employment growth in portions of Pinal County while

maintaining services, infrastructure, economic opportunity, and quality of life in slower-growing rural communities.

Native American Communities: The CAG region has four sovereign nations as members: Ak-Chin Indian Community, Gila River Indian Community, San Carlos Apache Indian Reservation, and White Mountain Apache Tribe. These communities play a major role in the region's economy and have a significant presence. For example, the Gila River Indian Community has several industrial parks and many successful Tribal enterprises that provide jobs and revenues. All four tribal communities operate casino operations and are working to diversify their economies to support tribal members. Agriculture, tourism, and resource management play a significant economic role in all four communities.

Arizona Sun Corridor: The Arizona Sun Corridor stretches from Santa Cruz and Cochise counties to central Yavapai County. The Sun Corridor is an emerging megaregion that connects Mexico to the InterMountain West. It is one of the United States' major megaregions. By 2050, the Sun Corridor is anticipated to double in size and contain 85 percent of Arizona's population and jobs. Pinal County is an integral part of the Sun Corridor. Western Pinal County, located within the Sun Corridor, is poised to benefit directly from the region's trade and development, as well as its proximity to metropolitan Phoenix and Tucson. Eastern Pinal County and Gila County will also benefit from the Sun Corridor's future expansion.

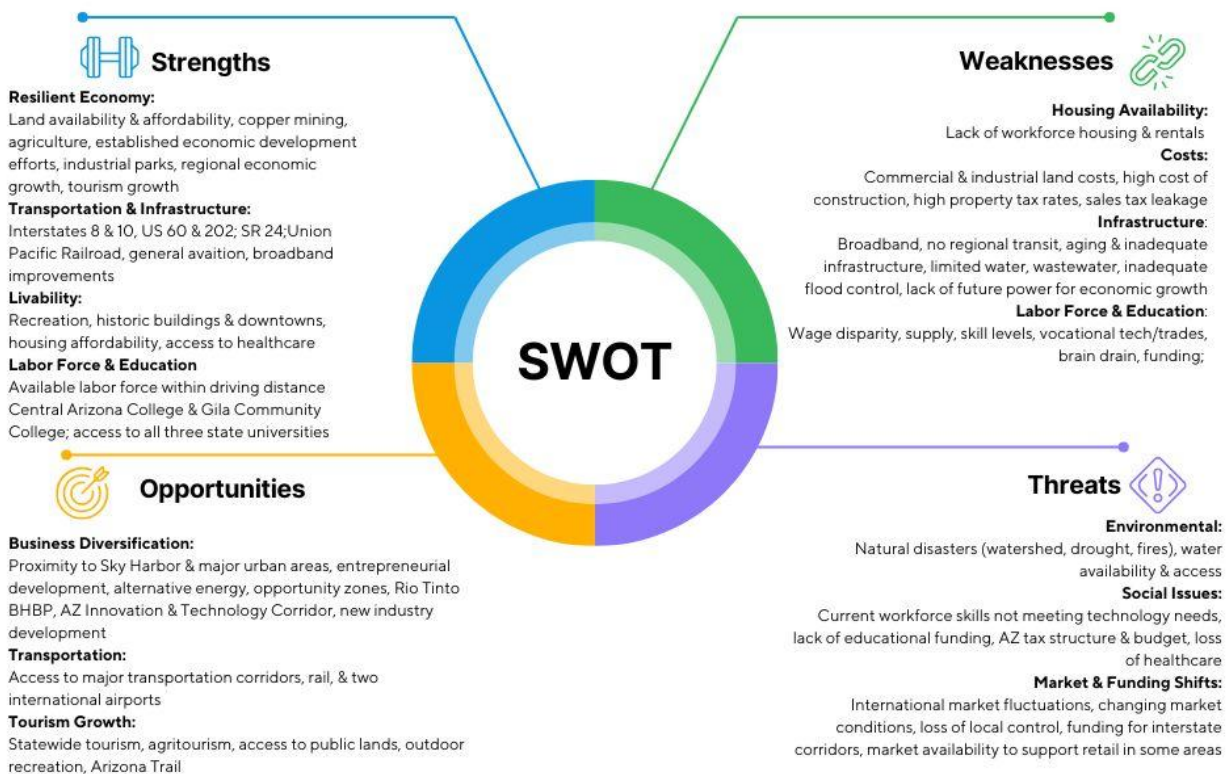
The Sun Corridor is positioned to trade with other regions in the United States and internationally through trade with Mexico/Latin America and the Asia Pacific, and nationally with the Pacific Coast, the Intermountain West, the Midwest, and the South. These economic development opportunities will require billions in infrastructure investments to come to fruition. The Sun Corridor Metropolitan Planning Organization (MPO) was formed to address the region's transportation infrastructure to support sustainable economic growth.

REGIONAL SWOT ANALYSIS

A comprehensive understanding of the regional economic position is essential for shaping effective economic strategies. This multidimensional economic assessment of strengths, weaknesses, opportunities, and threats (SWOT) guides strategic regional evaluation and links strategy development to projects. Strengths and weaknesses are internal factors the region can control and improve through strategy. A factor can be both a strength and a weakness. For example, the CAG region has made great strides in broadband development, but it is also a weakness in some geographic areas. Opportunities and threats are typically considered external characteristics that the region must recognize and position itself to respond to. Opportunities are elements in the external environment that the region can exploit to its advantage. Threats are external elements that can endanger the region.

The CAG analysis examines key components of economic competitiveness, including workforce development, business retention and expansion, economic diversification, and livability issues such as healthcare, education, housing, and affordability. This analysis includes site selection factors that influence investment decisions and identifies infrastructure or business support issues. Together, these factors inform the strategic action plan focusing on long-term prosperity.

CAG - CEDS SWOT ANALYSIS



Strengths

Resilient Economy: The CAG region has a long history of economic resiliency. The area is large, with available, affordable land attractive for new business development. Historical resource industries such as copper mining and agriculture continue to provide economic impact and opportunities. Four active mines are developing and expanding within the region. These mining operations add jobs and economic benefit. The Resolution Copper Mine is projected to supply 25% of North America’s copper demand and is already having a positive economic impact. The company has established a \$10 million economic development fund and a \$5 million historic development fund. From the mining lands to the industrial corridors in the central area, the CAG region is undergoing economic transformation.

Almost all of the region’s population growth (+63,000 residents since 2020) and economic growth (+30% GDP, 2020-2024) have occurred in Pinal County, while Gila County is stable but not booming. Established organizations and consistent economic development efforts continue to play an important role in building a strong, resilient regional economy. Tourism has moved from recovery to expansion since the last CEDS was adopted. Spending is now above the pre-pandemic peak.

Recent economic data reinforce the region's overall economic strength while also highlighting differences between the two counties. Real gross domestic product (GDP) in the CAG region increased from approximately \$11.2 billion in 2020 to \$14.6 billion in 2024, measured in chained 2017 dollars, a 30.0 percent increase. Pinal County real GDP increased 34.5 percent during the period, compared with 5.1 percent growth in Gila County. Between 2023 and 2024 alone, regional real GDP grew 9.4 percent, including 10.7 percent growth in Pinal County and 1.0 percent in Gila County.

The employment base has also expanded and become somewhat more private-sector and goods-producing oriented. In 2025, the CAG region supported approximately 95,475 nonfarm jobs. Private-sector employment represented 72.1 percent of regional jobs, and goods-producing industries represented 17.5 percent. In the previous CEDS, private employment represented 69.3 percent, and goods-producing employment represented 14.2 percent of regional employment, while government accounted for 30.7 percent. Government's share is approximately 27.9 percent in 2025. These changes indicate expansion of the region's private-sector and goods-producing employment base, although government remains an important regional employer.

Tourism is another source of economic resilience and diversification. Direct travel spending in the CAG region reached approximately \$1.36 billion in 2024, up 65.3 percent from \$821 million in 2020. Current spending is approximately 24 percent above the region's 2019 pre-pandemic peak of \$1.10 billion. In places like Payson, many part-time residents do not live year-round, but local services still need to be provided year-round.

Transportation and Infrastructure: Major interstates, freeways, and transcontinental railroads are expanding to connect the region to significant markets. As a result, much of the region is within a one-day truck haul to major markets and international ports. Regional general aviation and international airports in Phoenix and Tucson are economic assets. The region has made great strides in improving broadband infrastructure, though work continues in rural areas as it collaborates with service providers (carriers) to extend broadband service in accordance with the last-mile plans.

Broadband availability has become a significant infrastructure asset in much of the region. As of December 31, 2025, 97.2 percent of residential broadband-serviceable locations in Pinal County had terrestrial fixed broadband service available at advertised speeds of at least 100/20 Mbps.¹ This is comparable to availability in Maricopa County (98.6 percent) and Pima County (98.4 percent). Gila County's availability was lower at 83.2 percent, demonstrating that broadband is both a regional infrastructure strength and a continuing rural infrastructure need.

Livability: The region has abundant natural resources, recreational amenities, historic areas, and beautiful downtowns that attract visitors and residents. The rural area's uniqueness plays an important role in defining the region's livability. The region offers a variety of housing options, and it is considered affordable.

¹ Current FCC Broadband Data Collection estimates are not directly comparable with broadband percentages reported in the prior CEDS because the FCC's methodology, denominator, and service threshold have changed.

Housing and homeownership remain important components of regional livability, although growth is increasing housing pressures in some communities. Approximately 81.2 percent of occupied housing units in the CAG region were owner-occupied during 2020-2024, substantially above Arizona's 67.4 percent and the national rate of 65.2 percent. Median values for owner-occupied housing were approximately \$269,400 in Gila County and \$349,000 in Pinal County, compared with \$394,500 statewide. These characteristics, combined with the region's natural and recreational amenities and distinctive communities, contribute to quality of place, while housing cost burdens remain challenges discussed below.

Labor Force and Education: Pinal County's growing population and Gila County's stable population, along with proximity to Phoenix and Tucson, provide access to an available workforce. Central Arizona College and Gila Community College provide post-secondary degrees and certificates and can train local talent. Access to the three state universities is also an asset.

The regional labor force has expanded along with population and employment growth. In 2025, the CAG region had a civilian labor force of approximately 251,733 people, including 229,122 in Pinal County and 22,611 in Gila County. The regional unemployment rate was approximately 4.4 percent, close to Arizona's 4.3 percent and the national rate of 4.2 percent. Educational data also show that basic educational attainment is comparable with statewide and national levels: approximately 89.3 percent of CAG residents age 25 and older have a high school diploma or higher, compared with 89.4 percent statewide and 89.6 percent nationally.

Weaknesses

Housing Availability: In a January 2022 Statewide Needs Assessment by the University of Arizona Cooperative Extension, 62 percent of Pinal and 61 percent of Gila respondents said affordable housing was important, and 59 percent of Pinal and 44 percent of Gila respondents rated safe and healthy homes as extremely important. However, growth is intensifying housing availability and household cost burdens. In that same study, when asked about top priorities, 91 percent of Pinal County respondents rated affordable housing as extremely or very important. Gila County did not identify this issue as a priority.

Current data indicate that housing challenges differ across the CAG region. Pinal County's rapid population growth is placing pressure on housing supply. The county had approximately 0.394 housing units per resident during the 2020-2024 period, the third-lowest ratio among Arizona counties and the lowest among the selected peer counties used in the CEDS comparison. By comparison, Arizona had approximately 0.433 housing units per resident.

Housing cost burden is also a concern, particularly in Gila County. Approximately 35.3 percent of Gila County homeowners with a mortgage spend 30 percent or more of household income on housing costs, compared with 29.9 percent in Pinal County and 27.5 percent statewide. Across the two counties combined, about 30.4 percent of CAG region homeowners with a mortgage are cost-burdened. The data suggest that Pinal County's principal challenge includes accommodating rapid growth and housing demand, while Gila County faces significant affordability and workforce-housing challenges despite a substantially slower rate of population growth.

Costs: As Pinal County continues to grow quickly, development costs are rising, including land prices and infrastructure development. In more rural areas, the limited supply of developable land affects overall development costs.

Property tax rates are also higher in the region. Arizona Department of Revenue's 2024 countywide average property tax rates were \$12.67 per \$100 of assessed value in Gila County and \$12.65 in Pinal County, compared with \$10.28 in Maricopa County and a statewide average of \$10.67.

Infrastructure: Regional collaboration to address flood control issues is currently lacking. As recently demonstrated in Gila County, devastating flooding is a major concern, causing loss of infrastructure, businesses, and lives. Regional transportation planning is also critical in both counties. Pinal County is working on a regional transportation plan now, with Phase I completed for voter approval in 2028. Phase II will be an interactive process to construct the network improvements. Regional transportation planning in Gila County also requires improved collaboration to construct effective transportation network improvements.

Arizona is projected to face extreme power needs to keep pace with economic development, remain competitive by keeping energy costs low, and ensure adequate capacity. APS and SRP, which serve the region, predict that they will need to double, if not triple, their power system over the next decade. As these companies work to solve the overall system needs, solar, batteries, and natural gas offer energy opportunities to explore. However, the new Transwestern Pipeline (natural gas) is not expected to increase capacity until the end of 2029, and new nuclear isn't expected until after 2040.

Labor Force and Education: Labor force participation has improved across the CAG region since 2020, with Pinal County showing the strongest gains. Labor force participation in both Pinal and Gila Counties remains below statewide and national levels. Over 90 percent of respondents in the 2022 Statewide Needs Assessment mentioned educational issues (quality K-12 education, recruitment and retention of qualified teachers, and improving graduation rates) as extremely or very important to address in both counties.

Although participation has improved, labor force participation remains a significant constraint. During the 2020-2024 ACS period, approximately 53.2 percent of the CAG population age 16 and older participated in the labor force, compared with 60.6 percent statewide and 63.5 percent nationally. The regional rate increased from 50.2 percent in the previous ACS period. Pinal County increased from 50.6 percent to 53.9 percent, while Gila County increased from 46.6 percent to 47.2 percent. The participation gap therefore remains substantial even as unemployment rates remain relatively low. The below-average labor force participation remains a regional issue.

The larger educational gap occurs in postsecondary attainment. Approximately 22.1 percent of CAG residents age 25 and older have a bachelor's degree or higher, compared with 33.3 percent statewide and 35.7 percent nationally. Bachelor's-degree attainment is approximately 18.7 percent in Gila County and 22.5 percent in Pinal County.

Wage levels also indicate the challenge. Average wages per employee in the CAG region were approximately \$59,200 in 2025, about 18.7 percent below the Arizona average of \$72,800 and 25.2 percent below the U.S. average of \$79,100. Regional wages nevertheless increased approximately 26.7 percent in nominal terms between 2021 and 2025. These trends reinforce the need both to expand the talent pipeline and to attract and grow higher-wage employment opportunities.

Opportunities

Business Diversification: Arizona’s continually expanding, diversified economy focused on advancing technology- and export-based industries has a ripple effect through the CAG region. The statewide economic development office actively works to attract out-of-state companies to establish new operations in Arizona, work with existing companies to expand their businesses, and partner with entrepreneurs to create new businesses and commercialize new technologies. Working closely with the state ensures that the region’s assets are considered and opportunities identified. Traditional industries like agriculture and mining continue to play a significant role, but industry diversification has begun to have a major economic impact.

Recent employment trends signal continued economic diversification. Between 2021 and 2025, the private-sector share of CAG nonfarm employment increased from 69.3 percent to 72.1 percent, and the goods-producing share increased from 14.2 percent to 17.5 percent. Pinal County alone had approximately 7,100 manufacturing jobs and 6,800 mining and construction jobs in 2025. The growing manufacturing and goods-producing base creates opportunities to attract suppliers, build business-to-business linkages, support entrepreneurship, and add value to existing industries.

Transportation: The CAG region has developed along transportation corridors, with Interstate 8, 10, and US 60 serving the region's major population centers. Additional highways, such as US 87 and State Routes 77, 188, and 287 connect much of the remaining population centers. The region will benefit from future transportation projects currently being planned or under consideration, including the East-West Corridor (20-mile high-capacity corridor), North-South Corridor (SR 505, a proposed 55-mile route in Pinal County to improve regional connectivity), I-11 Project, 1-10 widening from SR202 to SR 387, improvements to SR 347, SR 24, and SR 260, rail improvements, and major interchange and roadway projects.

Tourism Growth: Statewide tourism is a cornerstone of Arizona’s economy, serving as the number one export industry and a major driver of jobs, tax revenue, and economic diversification according to the Arizona Tourism Strategy. Tourism has moved beyond post-pandemic recovery and is now expanding beyond its previous peak in the CAG region. Direct travel spending totaled approximately \$1.36 billion in 2024, including \$981.6 million in Pinal County and \$375.8 million in Gila County. Regional spending increased 65.3 percent from 2020 and was approximately 23.9 percent above the 2019 pre-pandemic peak. In 2024, major visitor spending categories included food service (\$424.2 million), arts, entertainment and recreation (\$234.0 million), retail (\$188.3 million), accommodations (\$161.1 million), local transportation and gas (\$127.5 million), and food stores (\$108.6 million). These expenditures show tourism's role in supporting local businesses and diversifying the regional economy.

In 2023, 45.7 million visitors spent \$29.3 billion in Arizona, with 2024 data showing \$29.7 billion in direct travel spending. Tourism directly supported 187,000-194,000 jobs in 2023-2024, with indirect and induced employment reaching 324,000 jobs statewide. Visitor spending generated \$4.2-\$4.3 billion in combined state, local, and federal tax revenue, equating to about \$889 in annual tax savings per Arizona household. Tourism generates over \$81 million in travel spending entering Arizona's economy each day. Additionally, according to the University of Arizona's Cooperative Extension report, Visitors to state parks boost the Arizona economy with a \$555 million economic contribution. Tourism is projected to continue to grow, and the CAG region's tourism amenities, state parks, events, and attractions will add to the overall economic benefit and employment growth.

Threats

Environmental: The CAG region has recent (e.g., Gila County flooding) and historical experience with natural disasters (e.g., flooding, drought, and fires) and the havoc and disruption created. Lives and property loss are tremendous, and recovery can take years. Ensuring the region can respond quickly and rebuild effectively is critical.

Arizona and the CAG region depend on sustainable water supplies, which require vigilant, innovative management. Gila County depends heavily on groundwater, with surface and reclaimed water accounting for about 6%. Surface water has been the main source in Pinal County since the 1990s, with most delivered via the Central Arizona Project (CAP) canal. The remaining surface water comes from the Gila, Santa Cruz, and San Pedro Rivers. The Pinal Active Management Area, which regulates groundwater, is to sustain the agricultural economy while conserving groundwater for future non-irrigation uses. Pinal County also has reclaimed water. The Arizona Department of Water Resources (ADWR) regulates groundwater use within the AMAs, while the US Bureau of Reclamation and ADWR manage Colorado River entitlements and oversee diversions by CAP for delivery to the 3-county CAP service area, which includes Pinal County.

The Arizona Department of Environmental Quality oversees water quality and enforces federal environmental standards. The Arizona Department of Water Resources oversees the use of surface water and groundwater, which are legally distinct though physically interconnected. Tribal entities within the region maintain autonomous systems of land and water management along with water rights. Availability and access to clean, abundant water is the lifeblood of the CAG region's sustainability. The water issue goes far beyond Arizona's borders and has become increasingly political. How the water issue is resolved over the next few years will greatly impact the CAG region.

Social Issues: A reduction in education and employee training funding to ensure the region's workforce skills can meet employer technology needs is a real concern. Arizona's tax structure and budget priorities will continue to impact the state and region's ability to diversify the economy. The growing statewide healthcare crisis (e.g., access to and cost of healthcare) and the need to maintain adequate access throughout the region will affect economic development efforts.

Income and wage gaps may compound workforce, housing, and quality-of-life challenges. Per capita personal income in the CAG region was approximately \$51,400 in 2024, compared with \$65,800 statewide and \$73,200 nationally. The regional level was approximately 21.9 percent below Arizona

and 29.8 percent below the United States. Similarly, average wages per employee were approximately \$59,200 in 2025, below both state and national averages. These income and wage gaps, along with lower labor-force participation and bachelor's-degree attainment, reinforce the need to increase access to higher-quality employment, education, training, and essential services.

Market Funding Shifts: International market fluctuations, tariff implications, and changing market conditions require the CAG region to adjust and adapt. Diligent tracking and evaluation are required to position the region to pivot effectively.

STRATEGIC ACTION PLAN

The CAG Strategic Action Plan presents the region's roadmap for future economic development and improvements to regional livability. The strategies outline how the region will respond to changing state, national, and global trends, as well as ensure the region can respond to environmental and industry impacts. Success requires a collaborative approach by the region's public and private partners, using the CEDS strategic action plan to prioritize and implement projects. However, no plan can identify all potential future issues. But the plan outlines how to reprioritize and respond effectively in a coordinated way.

Regional Economic Vision: To create a thriving, forward-directed region that is connected to the Arizona, national, and global economy but rooted in its historic foundation.

CAG Mission Statement: Encourage local units of government to join and cooperate with one another to improve the health, safety, and general welfare of their citizens and to plan for the future regional development, and develop and implement constructive, workable policies and programs to meet the needs of the regional economy.

Key Component – Economic Resiliency

Economic resiliency is the ability of an economy, whether at the local, business, or regional level, to anticipate, withstand, recover, and adapt to environmental and economic disruptions. The identified focus areas are targeted initiatives designed to ensure the CAG region can adapt to hazards and economic shocks. This approach embeds economic resiliency in action strategies that will guide strategy refinement over time, track progress, and ensure updates, changes, or projects are focused on resiliency as the central pillar of regional action.

What Sets the CAG Region Apart

Central Arizona Strategic Location: The region sits between two major urban counties (Maricopa and Pima) with strong, growing economies and a strong workforce. Situated along major transportation corridors that provide a day's drive access to West Coast major markets and connectivity within three hours of international ports of entry to Mexico. Rail service via the Union Pacific Railroad main line provides coast-to-coast service. Additionally, the region has access to three major airports within about one hour, with two offering international service (Phoenix Sky Harbor International Airport and Tucson International Airport).

Available Land and Lower Business Costs: Compared to surrounding Phoenix and Tucson urban areas, the CAG region offers more affordable commercial and industrial land.

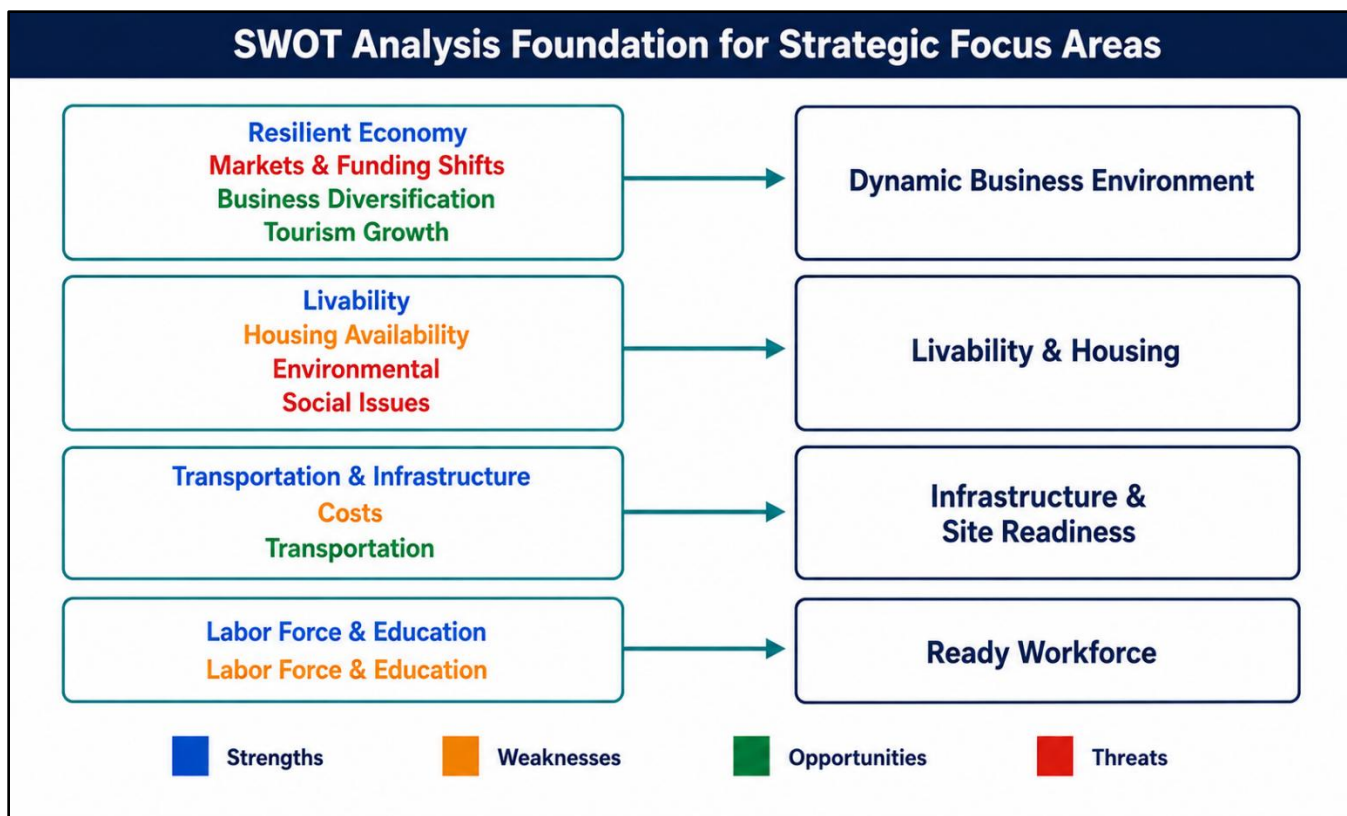
Business-Friendly Environment: Pinal County and the cities within the Sun Corridor have a proactive approach to economic growth that has drawn capital investment, major business development, and job creation. Gila County communities have also been very active in coordinated economic development, resulting in business diversification and tourism attraction. The region has a positive business image with communities providing streamlined permitting and targeted incentives to support business growth. The region has outstanding workforce training opportunities and site selection assistance.

Geographic Diversity: Diverse geographic areas, historic sites, and recreational opportunities add to the region's uniqueness and livability. These economic assets attract visitors and support businesses, helping strengthen the economic base.

FOCUS AREAS

Four focus areas provide the framework for the Strategic Action Plan and evolved from the updated SWOT Analysis. They serve as the “guideposts” to advance the region's economy. The graphic below illustrates the direct correlation between the identified strengths, weaknesses, opportunities, and threats identified in the CAG regional SWOT analysis and the four strategic focus areas. Goals and strategies are directly tied to each focus area and aligned with regional vision and CAG's mission. Future funding projects will align with the focus areas.

Dynamic Business Environment
Livability and Housing
Infrastructure and Site Readiness
Ready Workforce



GOALS/OBJECTIVES FROM CURRENT CEDS – What changes should be made?

Focus Area #1: Dynamic Business Environment

Goal: Maintain current legacy industries (mining, agriculture, etc.).

Objective: Monitor legislation that affects the future of mining, agriculture, and supporting industries.

Objective: Promote programs at community colleges and other workforce training entities that fill existing gaps and support the needs of the legacy industry's aging workforce, specifically trades such as welders, electricians, mechanics, and heavy equipment operators.

Goal: Diversify the economy by leveraging current strengths to attract business and support entrepreneurial startups.

Objective: Encourage spin-off industries with existing workforce.

Objective: Market the region to suppliers and bring them closer to the end user.

Objective: Develop sub-regional studies and plans to strengthen specific areas within the region.

Objective: Work collectively across communities to encourage businesses to locate and/or expand within the region.

Objective: Establish and promote the Opportunity Zones within the region.

Goal: Utilize broadband to promote online entrepreneurship and telecommuting/telework.

Objective: Organize workshops to train entrepreneurs about online business.

Goal: Support existing small and medium-sized businesses and industry.

Objective: Enhance, create, and simplify access to tools in areas such as financial mgmt, marketing, workforce development, and procurement.

Goal: Maintain existing quality of life and utilize assets and attractions to draw visitors.

Objective: Create a coordinated effort to attract visitors to the region.

Objective: CAG supports and encourages individual communities in preserving their heritage.

Goal: Preserve natural amenities within the CAG Region.

Objective: Preserve views and natural landscapes.

Objective: Mitigate effects of non-native species to protect existing flora and fauna.

Focus Area #2: Livability and Housing

Goal: Assure water supply for CAG communities while seeking out new opportunities.

Objective: Ensure new developments meet standards for assured water supply.

Objective: Develop new resources to draw water into the region.

Objective: CAG helping with planning and conservation/management of these resources.

Objective: Continue to ensure that the region's water needs are considered as the state and federal government develops water supply policies.

Goal: Broaden accessible housing for workers and residents throughout the region.

Objective:

Focus Area #3: Infrastructure and Site Readiness

Goal: Expand broadband capacity in urban areas while expanding existing networks into rural communities to increase the region's resiliency.

Objective: Provide resilient/redundant broadband networks within communities.

Objective: Explore a variety of broadband distribution methods for last-mile connections.

Goal: Promote telemedicine in the CAG Region.

Objective: Promote a healthier population by increasing opportunities to meet with doctors and specialists.

Objective: Decrease transportation costs associated with healthcare.

Goal: Maintain and expand water and sewer networks to meet the needs of businesses and residents.

Objective: Public and private water providers evaluate and benchmark current water and sewer networks.

Objective: Public and private water providers ensure that costs of service include future replacement and maintenance costs.

Objective: Market available capacity to outside businesses.

Objective: Expand wastewater treatment capacity.

Goal: Ensure that the region has energy resources to meet future demand and to take advantage of economic opportunities.

Objective: Work closely with APS and SRP to effectively plan to ensure that power needs keep pace with economic development and to ensure that Arizona remains competitive.

Objective: Continue to pursue energy opportunities such as solar and battery storage as they are developed within the region and to monitor nuclear generation potential.

Goal: Expand existing road network to promote flow from population centers to employment centers.

Objective: Create opportunities for traffic to travel through the region and create pass-through commerce.

Objective: Develop new funding streams to fund transportation improvements and new roads.

Objective: Coordinate land use and local economic development with transportation improvements along key corridors.

Objective: Provide political input and support for plans or legislation that improves transportation options throughout the region (i.e., Formal Resolutions by cities and towns for freeway preferred alignments, etc.; i.e., North-South corridor via ADOT).

Objective: Jointly ensure coordination and collaboration between all the transportation entities.

Goal: Maintain current roadways and coordinate with the Arizona Department of Transportation on state highways and Maricopa Association of Governments on regional transportation connections.

Objective: Seek funding streams to improve existing roadways.

Objective: Work with existing transportation groups to lobby for transportation projects that will have a strong economic impact.

Goal: Cooperate as a region to decrease the effects of natural disasters between communities.

Objective: Coordinate flood control within CAG communities and surrounding counties.

Objective: Work with FEMA to identify potential projects for flood control and management.

Objective: Cities coordinate with Pinal County Flood Control District for flood control mitigation that impacts businesses.

Objective: Work with Federal, State, local, and district fire units to mitigate and respond to fires.

Focus Area #4: Ready Workforce

Goal: Promote skills that fulfill gaps in workforce training in Gila and Pinal Counties.

Objective: Perform a skills-gap analysis of the region in cooperation with businesses.

Objective: Promote programs at community colleges and other workforce training entities that fill existing gaps.

Objective: Gather and make current workforce data available and timely

Goal: Attract and promote growth in companies that can utilize existing workforce.

Objective: Provide local economic developers with workforce data for recruitment.

Objective: Coordinate efforts between communities for marketing the region.

Goal: Develop talent pipeline.

Objective: Working with educators and employers, expand career awareness and exploration for K-12, such as curriculum development, career expos, teacher and student internships

Objective: Increase learning opportunities in skilled trades.

Objective: Attract companies that provide living wage jobs.

APPENDIX – Demographic and Economic Overview

Population and Growth

The CAG region had an estimated population of 555,979 in 2025, including 502,071 residents in Pinal County and 53,908 residents in Gila County. Approximately 90 percent of the region's population is located in Pinal County.

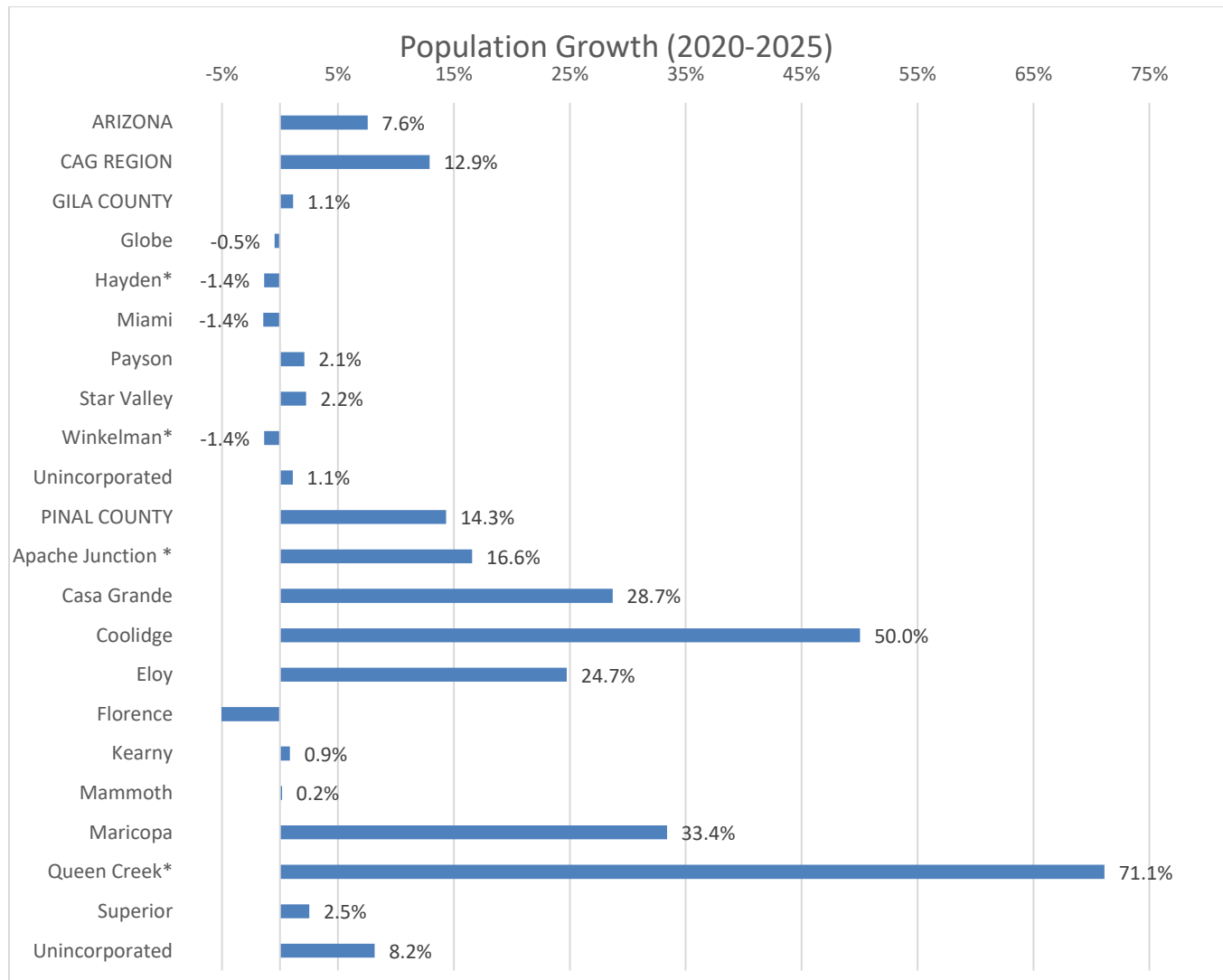


Figure 1. Population Growth, 2020-2025

Source: Arizona Office of Economic Opportunity.

Population growth within the region has been highly concentrated in Pinal County. Between 2020 and 2025, the CAG region added 63,548 residents, representing 12.9 percent growth. Pinal County added 62,943 residents, an increase of 14.3 percent, while Gila County added 605 residents, an increase of 1.1 percent. Several Pinal County communities experienced particularly rapid growth, including Coolidge, Maricopa, Casa Grande, Eloy, and Apache Junction.

Growth is expected to continue during the CEDS planning period. The CAG regional population is projected to reach approximately 642,915 by 2030, an increase of 15.6 percent from 2025. Pinal County is projected to grow approximately 17.3 percent, while Gila County is projected to remain comparatively stable, increasing approximately 0.6 percent. These contrasting growth patterns create different economic development needs across the region, including growth-related infrastructure and housing demands in Pinal County and continued attention to economic opportunity, services, and infrastructure in more slowly growing communities.

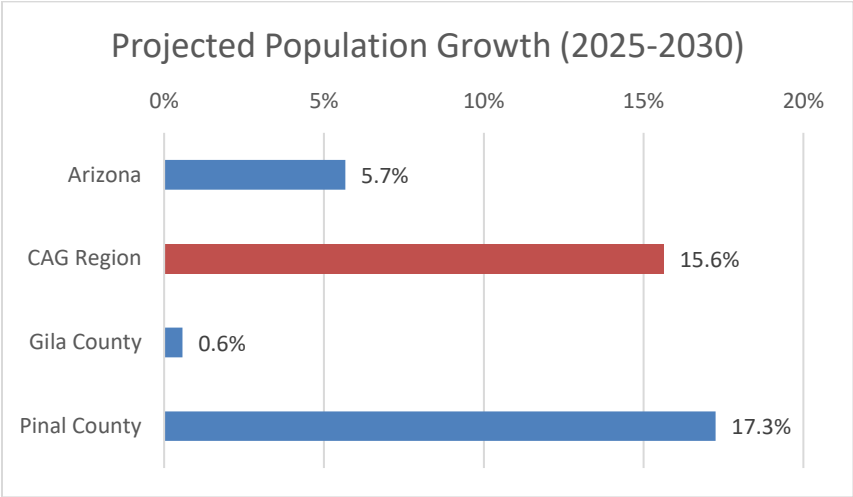


Figure 2. Projected Population Growth, 2025-2030
Source: Arizona Office of Economic Opportunity.

Economic Growth

The CAG regional economy has expanded substantially since 2020. Real gross domestic product (GDP) increased from approximately \$11.2 billion in 2020 to \$14.6 billion in 2024, measured in chained 2017 dollars. This represents real economic growth of approximately 30.0 percent, compared with 21.9 percent statewide and 15.2 percent nationally during the same period.

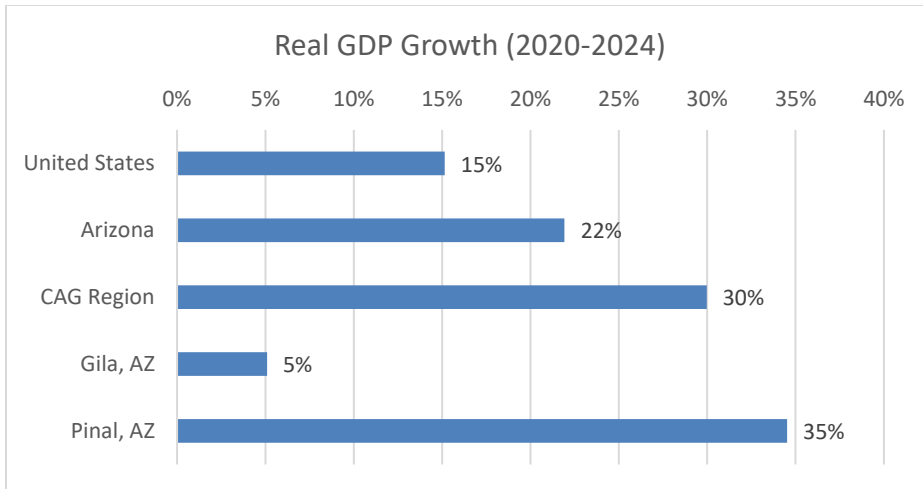


Figure 3. Real GDP Growth, 2020-2024

Source: U.S. Bureau of Economic Analysis. GDP is measured in chained 2017 dollars.

Economic growth has been concentrated in Pinal County. Pinal County real GDP increased approximately 34.5 percent between 2020 and 2024, compared with 5.1 percent in Gila County. More recently, regional real GDP increased 9.4 percent between 2023 and 2024, including growth of 10.7 percent in Pinal County and 1.0 percent in Gila County. The data demonstrate the strength of the regional economy while also highlighting the differing economic conditions within the two counties.

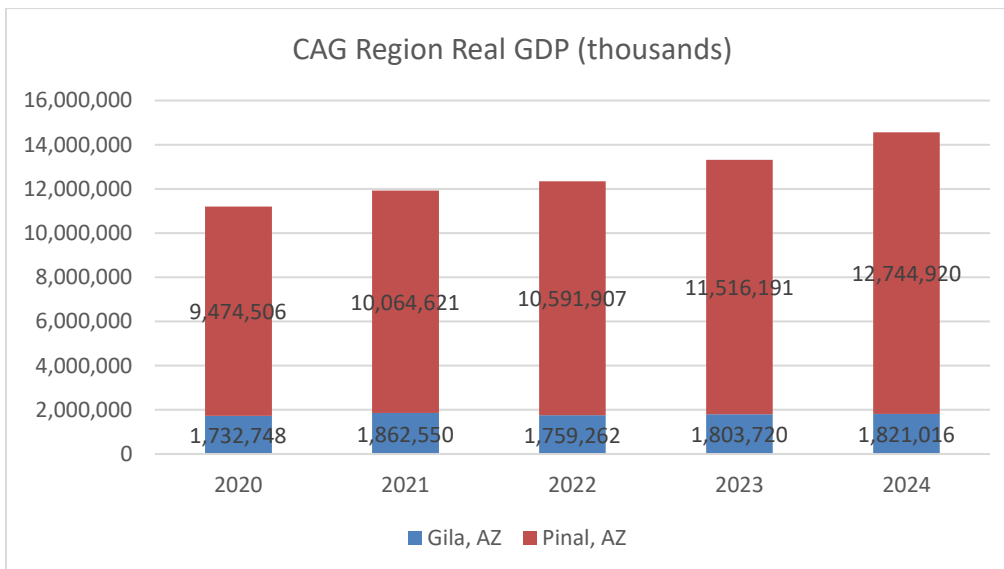


Figure 4. CAG Region Real GDP, 2020-2024

Source: U.S. Bureau of Economic Analysis. Values are in thousands of chained 2017 dollars.

Employment and Labor Force

The CAG region supported approximately 95,475 nonfarm jobs in 2025. Approximately 72.1 percent of regional employment was in the private sector, while 27.9 percent was in government. Goods-producing industries accounted for approximately 17.5 percent of regional employment, compared with 13.3 percent statewide. The size of the goods-producing employment base reflects the continuing importance of industries such as manufacturing, mining, and construction to the regional economy.

The civilian labor force totaled approximately 251,733 workers in 2025, including 229,122 in Pinal County and 22,611 in Gila County. The CAG regional unemployment rate was approximately 4.4 percent, similar to Arizona at 4.3 percent and the United States at 4.2 percent.

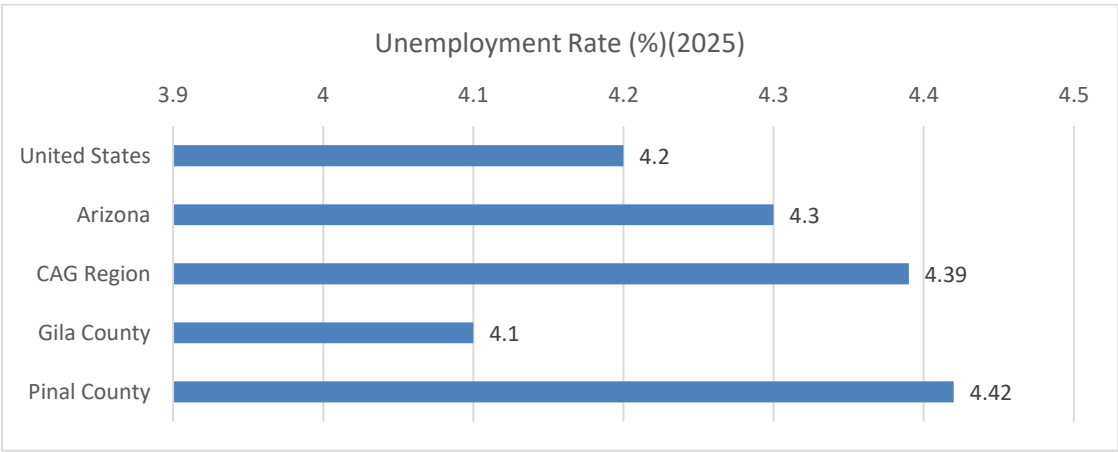


Figure 5. Unemployment Rate, 2025

Sources: Arizona Office of Economic Opportunity and U.S. Bureau of Labor Statistics.

A more significant workforce issue is labor force participation. During the 2020-2024 period, approximately 53.2 percent of the CAG population age 16 and older participated in the labor force, compared with 60.6 percent statewide and 63.5 percent nationally. Regional participation nevertheless improved from 50.2 percent in the previous ACS period. Pinal County's rate increased from 50.6 percent to 53.9 percent, while Gila County increased from 46.6 percent to 47.2 percent. The combination of a growing labor force and comparatively low participation demonstrates both an economic asset and an opportunity to expand the number of residents participating in employment.

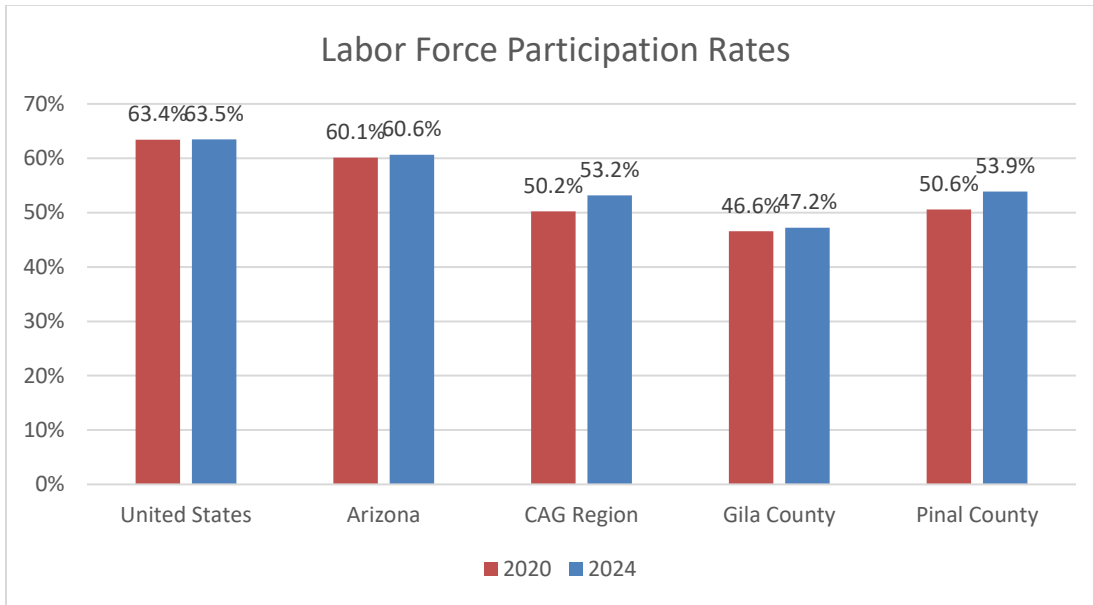


Figure 6. Labor Force Participation Rates

Source: U.S. Census Bureau, American Community Survey 5-year estimates. Current estimates represent 2020-2024; prior estimates represent 2016-2020.

Educational Attainment

High school educational attainment in the CAG region is comparable with state and national levels. Approximately 89.3 percent of CAG residents age 25 and older have a high school diploma or higher, compared with 89.4 percent statewide and 89.6 percent nationally. Gila County's rate is approximately 90.5 percent, and Pinal County's rate is 89.2 percent.

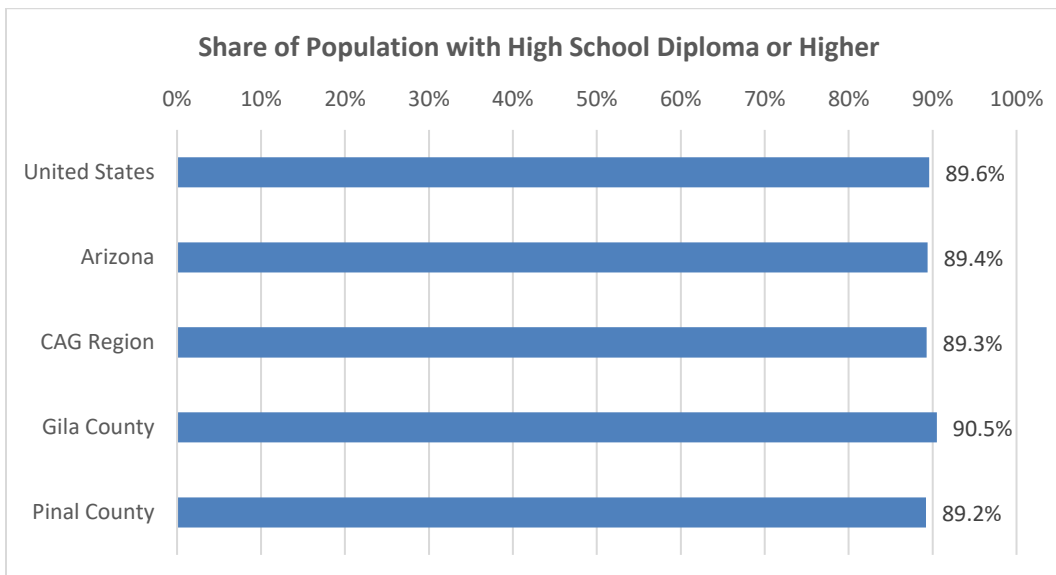


Figure 7. Population Age 25 and Older with a High School Diploma or Higher

Source: U.S. Census Bureau, 2020-2024 American Community Survey 5-year estimates.

A larger gap exists in bachelor's-degree attainment. Approximately 22.1 percent of CAG residents age 25 and older hold a bachelor's degree or higher, substantially below the Arizona rate of 33.3 percent and national rate of 35.7 percent. Bachelor's-degree attainment is approximately 18.7 percent in Gila County and 22.5 percent in Pinal County. These differences reinforce the importance of workforce development, career and technical education, postsecondary training, talent retention, and alignment between education and employer needs.

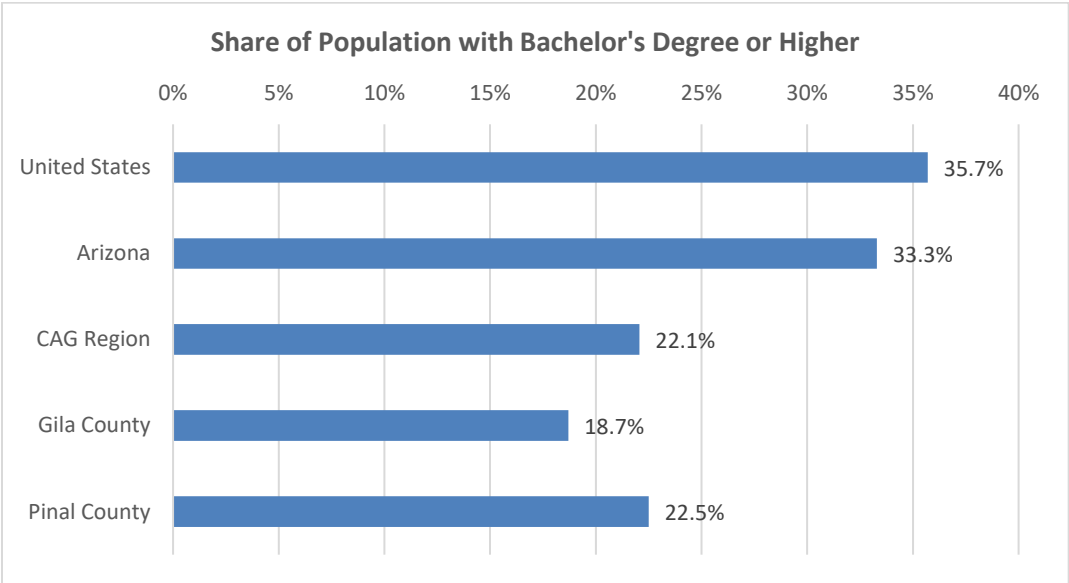


Figure 8. Population Age 25 and Older with a Bachelor's Degree or Higher

Source: U.S. Census Bureau, 2020-2024 American Community Survey 5-year estimates.

Wages and Personal Income

Wages have increased throughout the CAG region, although average wage levels remain below state and national averages. Average annual wages per employee increased from approximately \$46,700 in 2021 to \$59,192 in 2025, representing nominal growth of approximately 26.7 percent. Average wages were approximately \$57,663 in Gila County and \$59,470 in Pinal County, compared with \$72,784 statewide and \$79,097 nationally.

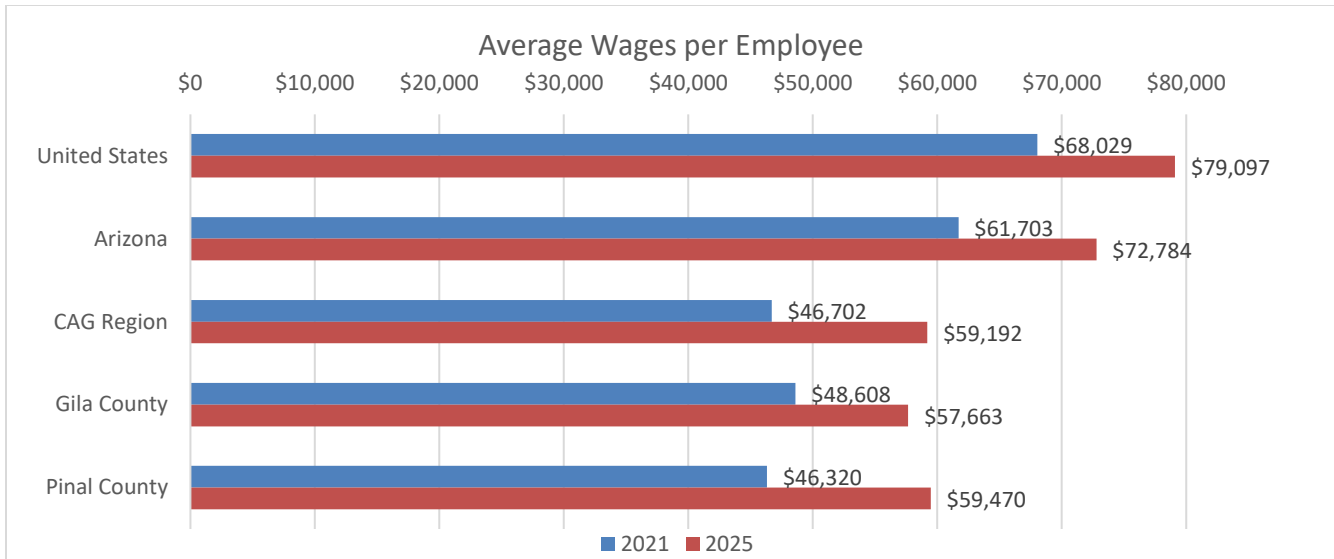


Figure 9. Average Annual Wages per Employee, 2021 and 2025

Source: U.S. Bureau of Labor Statistics, Quarterly Census of Employment and Wages.

Per capita personal income shows a similar regional gap. CAG regional per capita personal income was approximately \$51,373 in 2024, compared with \$65,798 statewide and \$73,204 nationally. Gila County had per capita personal income of approximately \$57,097, while Pinal County was approximately \$50,771. Regional per capita personal income increased approximately 23.7 percent in nominal terms between 2020 and 2024. Increasing access to higher-wage employment and opportunities for residents to build income remains an important component of long-term regional prosperity.

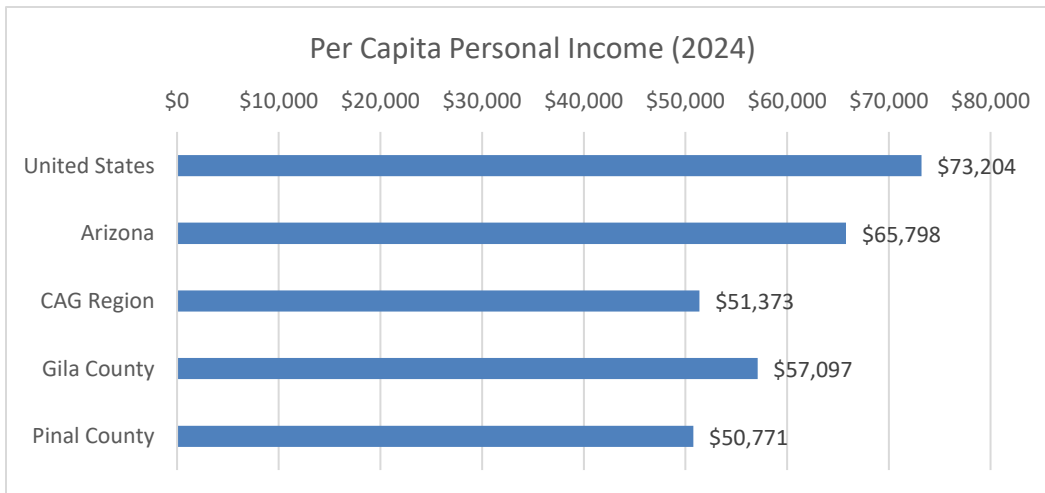


Figure 10. Per Capita Personal Income, 2024

Source: U.S. Bureau of Economic Analysis.

Housing and Livability

Housing conditions vary significantly across the CAG region. Homeownership is comparatively high: approximately 81.2 percent of occupied housing units in the CAG region are owner occupied, compared with 67.4 percent statewide and 65.2 percent nationally. Homeownership is approximately 77.5 percent in Gila County and 81.7 percent in Pinal County.

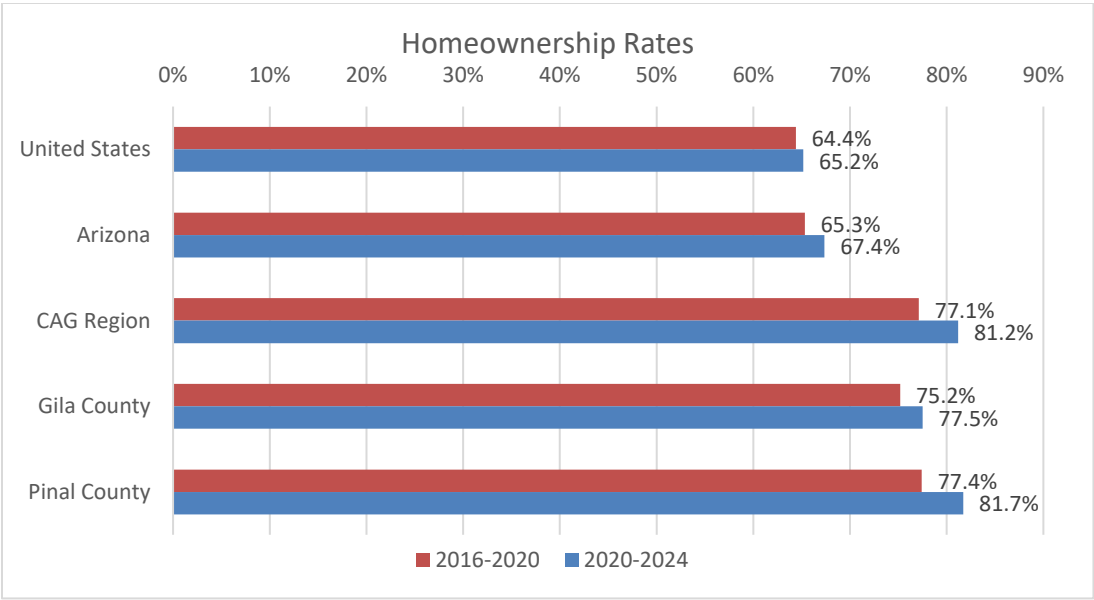


Figure 11. Homeownership Rates
Source: U.S. Census Bureau, American Community Survey 5-year estimates.

Median owner-occupied home values remain below the Arizona median. The median value was approximately \$269,400 in Gila County and \$349,000 in Pinal County, compared with \$394,500 statewide. However, lower home values do not necessarily mean that housing is affordable for all households.

Approximately 30.4 percent of CAG homeowners with a mortgage spend 30 percent or more of household income on housing costs, compared with 27.5 percent statewide and 28.1 percent nationally. The burden is particularly significant in Gila County, where approximately 35.3 percent of mortgaged homeowners are cost-burdened. The comparable share is 29.9 percent in Pinal County.

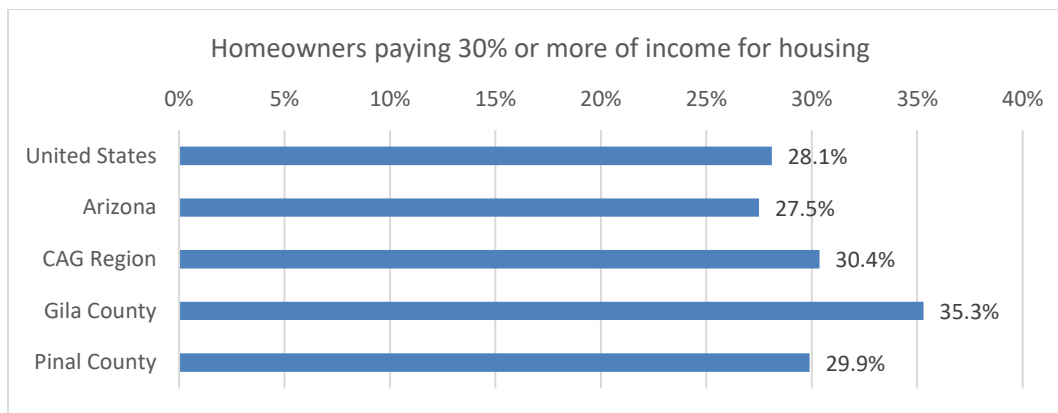


Figure 12. Homeowners Paying 30 Percent or More of Income for Housing

Source: U.S. Census Bureau, 2020-2024 American Community Survey 5-year estimates. Includes owner-occupied housing units with a mortgage.

Pinal County also faces housing-supply pressure associated with rapid population growth. The county has approximately 0.394 housing units per resident, among the lowest ratios in Arizona and lower than each of the selected peer counties used for comparison. Housing units per resident are not a direct measure of vacancy or affordability, but they indicate the relative size of the housing stock compared with population. Taken together, these measures indicate two different housing challenges within the region: rapid-growth-related housing supply pressure in Pinal County and comparatively high housing cost burdens in Gila County.

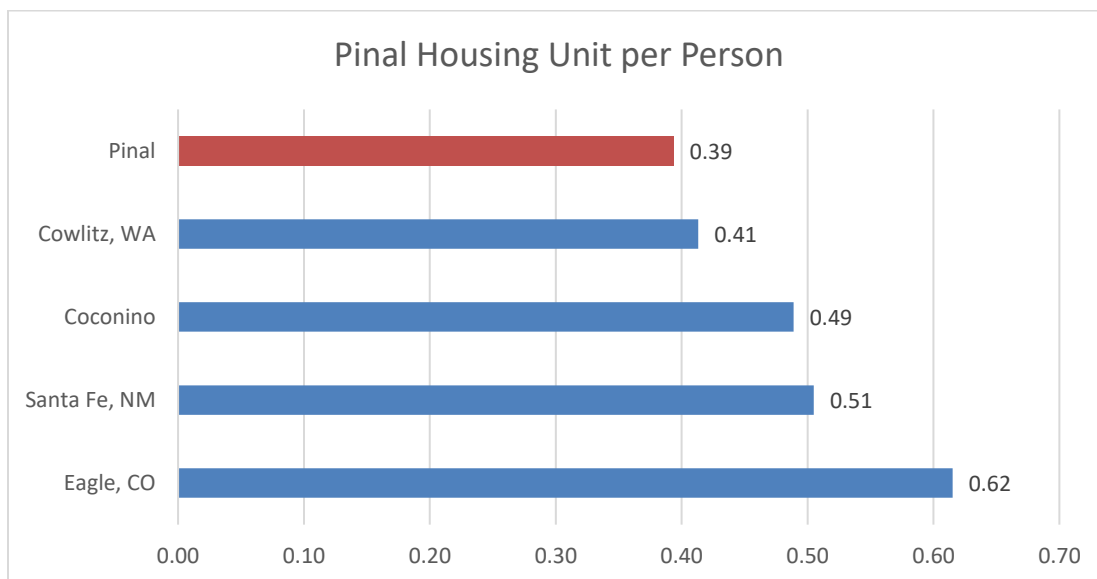


Figure 13. Pinal County Housing Units per Resident Compared with Selected Peer Counties

Source: U.S. Census Bureau, 2020-2024 American Community Survey 5-year estimates.

Broadband Infrastructure

Broadband availability has improved as an economic development asset throughout much of the region, although significant geographic differences remain. As of December 31, 2025, terrestrial fixed broadband service with advertised speeds of at least 100/20 Mbps was available to approximately 97.2 percent of residential broadband-serviceable locations in Pinal County. Pinal County's availability is among the highest in Arizona and is comparable to the state's major metropolitan counties.

In Gila County, approximately 83.2 percent of residential broadband-serviceable locations had terrestrial fixed broadband available at 100/20 Mbps or faster. While broadband is available to a substantial majority of locations, the difference between Gila and Pinal illustrates the ongoing infrastructure challenge of delivering high-speed service throughout rural and geographically difficult areas of the CAG region.

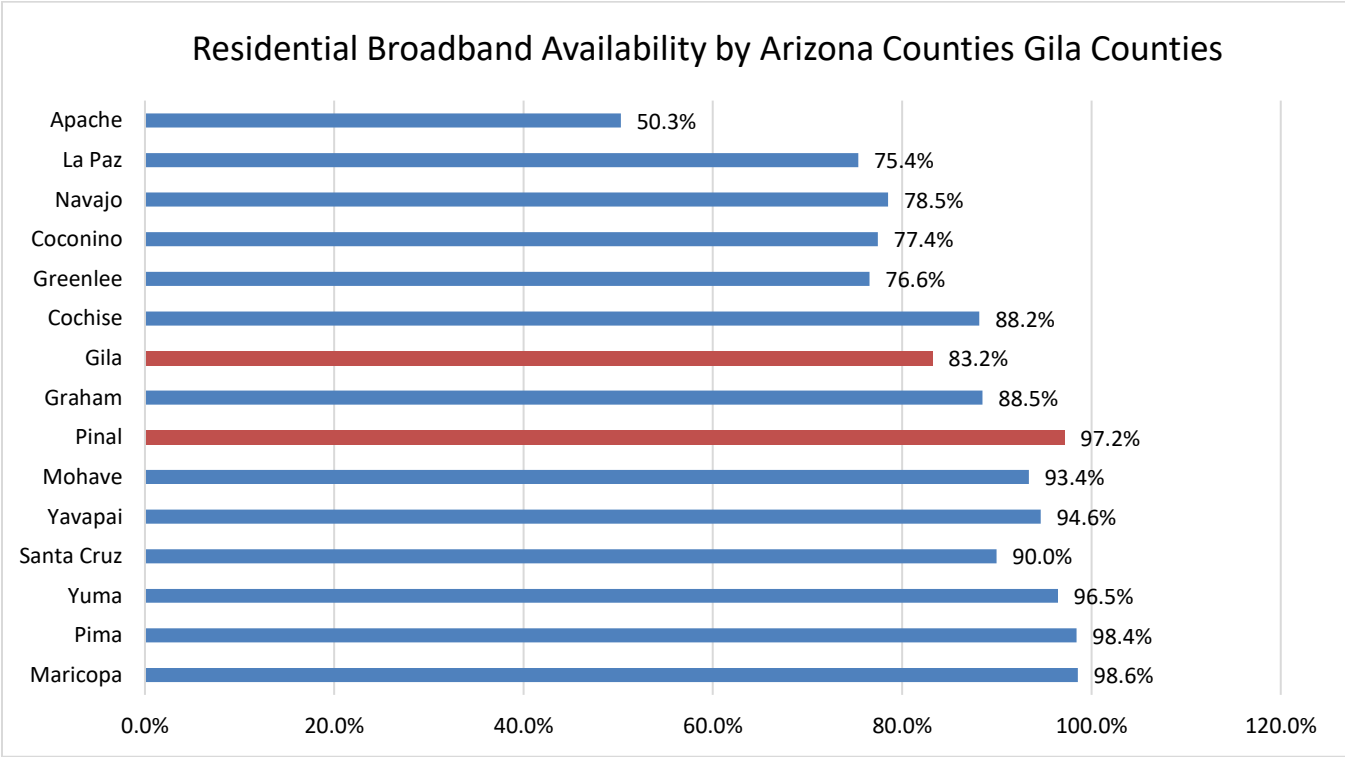


Figure 14. Residential Fixed Broadband Availability at 100/20 Mbps by Arizona County

Source: Federal Communications Commission, Broadband Data Collection, December 31, 2025. Percent represents residential broadband-serviceable locations with terrestrial fixed service available at advertised speeds of at least 100/20 Mbps.

Current FCC Broadband Data Collection estimates measure advertised broadband availability at broadband-serviceable locations. Because the FCC methodology and service threshold differ from the methodology used for broadband figures included in the previous CEDS, current and prior percentages should not be interpreted as a direct time-series comparison.

Tourism and Visitor Economy

Tourism continues to provide an important source of economic activity and diversification for the CAG region. Direct travel spending increased from approximately \$821.0 million in 2020 to \$1.36 billion in 2024, an increase of approximately 65.3 percent. In 2024, direct travel spending totaled approximately \$981.6 million in Pinal County and \$375.8 million in Gila County.

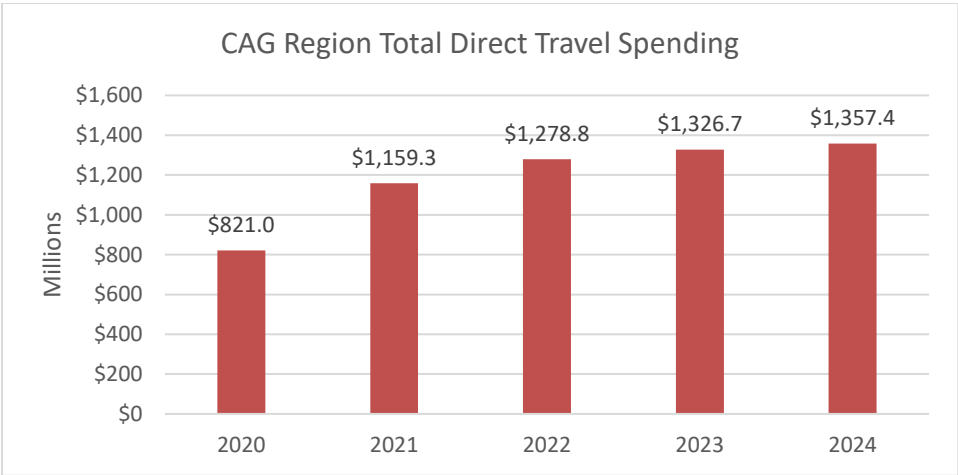


Figure 15. CAG Region Total Direct Travel Spending, 2020-2024
Source: Dean Runyan Associates. Values are in millions of dollars.

Visitor spending supports a broad range of regional businesses. In 2024, major visitor spending categories included approximately \$424.2 million in food service, \$234.0 million in arts, entertainment and recreation, \$188.3 million in retail sales, \$161.1 million in accommodations, \$127.5 million in local transportation and gasoline, and \$108.6 million in food stores. These expenditures demonstrate tourism's connections to small businesses, recreation, hospitality, retail, and community quality of place throughout the CAG region.

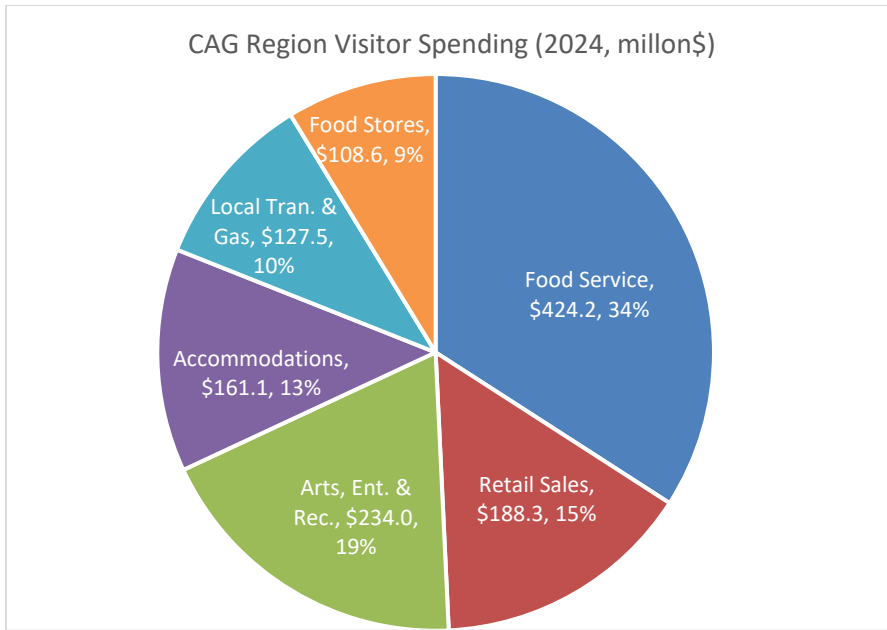


Figure 16. CAG Region Visitor Spending by Category, 2024

Source: Dean Runyan Associates. Values are in millions of dollars.



☐	Information Only
☒	Motion to Approve

Date: September 16, 2026

To: Andrea Robles / Management Committee

From: Yvonne Tackett, Finance Director

Subject: Financial Report-July 2026

Recommended Motion

Move to approve the July 2026 Financial Report as presented.

Summary Discussion

The Actual vs. Budget Comparison worksheet included in the packet shows activity through July 31, 2026. At 8% of the fiscal year, expenditures were 5.13% of the annual budgeted expenditure amounts. Revenues of \$314,661 reflect 26.81% of the anticipated annual revenues, leaving a net balance of \$291,334.

Also included on the worksheet, located in the blue columns, is the preliminary year-end summary for the period ended June 30, 2026. This shows annual expenditures of \$925,105 and revenues of \$959,837, leaving a net amount of \$34,732. Please note that these are preliminary numbers and are subject to change.

CAG's current cash balance is \$320,210.92 and receivables total \$200,514.29

Attachment(s)

July 2026 Actual vs Budget Comparison FY2025-2027

Central Arizona Governments - Finance
Actual vs Budget Comparison
FY 2025-2027

	8% of fiscal year elapsed			100% of fiscal year elapsed			100% of fiscal year elapsed		
	7/31/2026	%	2027 BUDGET	6/30/2026	%	2026 BUDGET	6/30/2025	%	2025 BUDGET
Personnel									
Salaries	\$ 31,739	6.59%	\$ 481,642	\$ 454,772	95.23%	\$ 477,574	\$ 425,914	85.91%	\$ 495,777
Fringe Benefits	\$ 10,874	6.15%	\$ 176,958	\$ 141,265	91.37%	\$ 154,612	\$ 125,440	76.16%	\$ 164,702
Total Personnel	\$ 42,614	6.47%	\$ 658,600	\$ 596,037	94.28%	\$ 632,186	\$ 551,354	83.48%	\$ 660,479
Direct Costs									
Facilities (Rent,Utilities, Communications)	\$ 7,530	7.94%	\$ 94,784	\$ 88,629	95.82%	\$ 92,500	\$ 86,908	97.34%	\$ 89,287
Contractual Services/Forums/Workshops	\$ 1,879	0.56%	\$ 333,071	\$ 101,430	50.13%	\$ 202,325	\$ 199,453	81.30%	\$ 245,325
Matching funds (transfers out to other Funds)	\$ 13,036	7.73%	\$ 168,653	\$ 49,701	106.50%	\$ 46,666	\$ 81,685	116.11%	\$ 70,350
Travel & Development/Dues & Fees	\$ 2,672	9.01%	\$ 29,667	\$ 18,276	64.13%	\$ 28,500	\$ 27,276	121.23%	\$ 22,500
Supplies/Printing/Advertising	\$ -	0.00%	\$ 25,250	\$ 13,314	49.31%	\$ 27,000	\$ 18,488	69.77%	\$ 26,500
Equipment/Maintenance/Software	\$ 802	3.14%	\$ 25,536	\$ 57,718	129.70%	\$ 44,500	\$ 43,116	165.83%	\$ 26,000
Total Direct Costs	\$ 25,920	3.83%	\$ 676,961	\$ 329,068	74.54%	\$ 441,491	\$ 456,926	95.20%	\$ 479,962
Total Expenses	\$ 68,533	5.13%	\$ 1,335,561	\$ 925,105	86.16%	\$ 1,073,677	\$ 1,008,280	88.41%	\$ 1,140,441
Revenues - New Funding	\$ 314,661	26.81%	\$ 1,173,661	\$ 910,136	84.73%	\$ 1,074,204	\$ 953,422	86.58%	\$ 1,101,170
Membership Dues transfer to Local Cash Match	\$ 13,036	7.73%	\$ 168,653	\$ 49,701	106.50%	\$ 46,666	\$ 81,685	116.11%	\$ 70,350
Carry over :Prior Year	\$ 32,170		\$ 32,170	TBD			TBD		TE
Total Available Funding	\$ 359,867	26.18%	\$ 1,374,484	\$ 959,837	85.63%	\$ 1,120,870	\$ 1,035,107	88.36%	\$ 1,171,520
Total Revenue Over (Under) Expenditures	\$ 291,334	748.49%	\$ 38,923	\$ 34,732	73.60%	\$ 47,193	\$ 26,827	86.32%	\$ 31,079

Current Cash Balance:	\$320,210.92	Current Receivables:	\$200,514.29
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** Cash Balance 07/31/2025=\$277,955.53



☐	Information Only
☒	Motion to Approve

Date: September 16, 2026

To: Andrea Robles / Management Committee

From: Yvonne Tackett, Finance Director

Subject: ADOT Audit Report

Recommended Motion

Move to approve the ADOT Audit Report as presented. Approve payment of \$3552.03 to ADOT.

Summary Discussion

ADOT issued a final report for the audit period of July 1, 2021- June 30, 2025.

The original scope of the ADOT audit was to review records from July 1, 2021 through June 30, 2023. As a result of the cyberattack, we were unable to provide electronic records and the scope was changed to encompass July 1, 2024 through June 30, 2025. Transactions reviewed included salary/fringe and overhead related transactions from our Traffic Counts, 5311, SPR, PCCMGA, STBG and Mobility Management grants.

There were 4 (four) main findings:

1. The final audit report states that CAG did not comply with records retention requirements, which is misleading, because we do have paper records for the periods initially requested. We have not had the resources to get them re-entered into our Caselle accounting software. (see pg. 5 of audit report)
2. CAG currently provides a Vehicle Allowance to the Executive Director in consideration of the use of her private vehicle for CAG travel. This was deemed unallowable, as per their interpretation of 2 CFR 200.431, and no portion of this can be charged to the ADOT grants. (see pg. 7 of audit report)

In providing a breakdown of the Vehicle Allowance paid to the Executive Director and allocated in part to the ADOT grants, the Finance Director inadvertently included the additional periods of July 2025-December 2025. These amounts were also then included in the findings. We have questioned the fact that these were months not in the scope of July 2024-June 2025, and ADOT is currently trying to determine if CAG can reclass the July-December 2025 amounts from our 4th quarter reimbursement request before it is submitted.

Finding amount: July 2024 – June 2025 = \$4,630 July
 2025 – December 2025 = \$1,025

Moving forward the travel allowance will be coded to Member Dues.

3. CAG purchased promotional items for the CAG display table at the Rural Transportation Summit using STBG funds. These costs were deemed unallowable per 2 CFR 200.467. We were told that we did not receive proper approval for this expenditure. This item was included as part of our TIP Amendment and was approved by TTAC, Management Committee and Regional Council.
(see pg. 9 of audit report)

Finding amount: \$757.03

4. Current method of allocating overhead costs does not comply with 2 CFR 200. CAG does not have formal procedures or a documented methodology for allocating shared overhead costs based on proportional benefit. As a result, overhead allocations were developed using budgeted operating expense amounts rather than a supportable allocation basis. CAG has used the same methodology for 25+ years without receiving findings for the budget development. Staff had restructured the FY 27 Budget to comply with the direction provided by the ADOT Auditor and Finance Staff.
(see pg. 10 of audit report)

ADOT is requiring CAG to issue a check in the amount of \$3552.03 for repayment of the unallowed amounts from FY25. The remainder of \$2,860 is to be withheld from upcoming reimbursement requests.

This document has been reviewed by CAG's Executive Committee on August 10, 2026 and they recommended moving it forward to the Management Committee.

Attachment(s)

CAG FY 24 ADOT Report

Central Arizona Council of Governments MPO Audit

Audit Report No: MPO 24.02
June 19, 2026



Office of Audit and Analysis

The Office of Audit and Analysis actively strives to promote customer value and maximize resources by providing management with independent, objective assurance and consulting services designed to add value and improve ADOT's overall operation.

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Mike Ashton, Audit Manager

Kenneth Martinez, Audit Supervisor
Robert Wise, Auditor

Distribution

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Aubree Perry, ADOT MPD Assistant Transit Manager
Andrea Robles, CAG Executive Director
Yvonne Tackett, CAG Finance Director

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Executive Summary

Central Arizona Governments

Audit Overview

Business Background	Audit Objective	Overall Conclusion
Central Arizona Governments (CAG) is a regional planning agency and council of governments established in 1975. CAG provides transportation planning, grant administration, and related services to rural areas within Pinal and Gila counties, covering approximately 10,170 square miles in south-central Arizona. Member agencies include the two counties, 17 municipalities, and three Native American communities: the Ak-Chin Indian Community, the Gila River Indian Community, and the San Carlos Apache Tribe.	The objective of the audit is to determine whether CAG is maintaining its accounting records following federal requirements and spending the money in accordance with the grant agreements.	We were unable to determine whether CAG maintained their records for costs incurred from July 1, 2021 through June 30, 2023, due to a cyberattack which resulted in the loss of accounting records. CAG did maintain accounting records for the costs incurred from July 1, 2024 through June 30, 2025; however, they did not spend money in accordance with the grant agreements.
	Audit Scope The audit scope included cost incurred from July 1, 2021, through June 30, 2023, for Grant Agreement Numbers GRT-21-0008158-T and GRT-22-0008874-T between ADOT Multimodal Planning Division (MPD) and CAG. We expanded our audit scope to include cost incurred from July 1, 2024, through June 30, 2025, for Grant Agreement Numbers GRT-23-0009152-T, GRT-22-0008874-T, and GRT-24-0009852-T, dated May 23, 2023, October 6, 2022, and November 8, 2024, respectively, between MPD and CAG.	

Summary Results

Observations	CAG could not provide electronic or paper general ledgers supporting costs incurred during the period from July 1, 2021, through June 30, 2023, for Grant Agreement Numbers GRT-21-0008158-T and GRT-22-0008874-T.	CAG upgraded its IT systems and accounting software following a cyberattack. The accounting system now automatically backs up records daily to the software provider's cloud-based storage system.	Good Practices
	CAG billed \$5,655 in unallowable car allowance costs for the Executive Director to grant funds.	CAG has an accounting system that supports proper segregation of costs.	
	CAG billed \$757.03 in unallowable promotional item costs to grant funds.	CAG has timekeeping system that segregates labor by program. Appropriate personnel review and approve timesheets.	
	CAG did not allocate overhead costs based on proportional benefit to appropriate cost objectives.	CAG has procedures in place to ensure appropriate personnel review and approve expenses.	

Key Take Aways

We evaluated CAG's accounting processes, records, and grant expenditures for compliance with federal requirements and the grant agreement. CAG did not comply with records retention requirements due to their accounting records being destroyed by a cyberattack. Based on the records available for review, CAG did not spend all money in accordance with grant agreements. CAG has upgraded its IT and accounting systems, which serves as a strong foundation towards future compliance with grant agreements, state, and federal requirements.

Background

Our audit focused on Unified Planning Work Program (UPWP) Grant Agreement Number GRT-21-0008158-T & GRT-23-0009152-T, and Coordinated Mobility Program (5310) Grant Agreement Number GRT-22-0008874-T & GRT-24-0009852-T.

Biennially the ADOT MPD works with CAG to prepare a UPWP that includes the required elements to be undertaken with federal funds distributed by ADOT MPD in accordance with the Work Program Agreement. This agreement outlines the uses as follows:

- Conducting transportation planning and programming processes.
- Development and operation of an integrated, intermodal transportation system that facilitates the efficient, economical movement of people and goods.
- Supporting community development and social goals.

ADOT MPD administers Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities “Coordinated Mobility Program” funds to CAG. This agreement outlines the uses as follows:

- Transportation needs of seniors and individuals with disabilities when public transportation service is unavailable, insufficient, or inappropriate to meeting these needs.
- Funds can be used for buses and vans, wheelchair lifts, ramps, and securement devices, including Transit-related information technology systems for mobility management.

This audit was identified as part of the Fiscal Year 2024 Audit Plan and carried forward into the Fiscal Year 2026 Audit Plan and is based on a 3-year audit cycle as requested by ADOT MPD.

Objective, Scope and Methodology

The objective of this audit was to determine whether CAG is maintaining its accounting records following federal requirements and spending the money in accordance with the grant agreements. The review period included cost incurred from July 1, 2021, through June 30, 2023, for UPWP Grant Agreement Number GRT-21-0008158-T and 5310 Grant Agreement Number GRT-22-0008874-T. We expanded the review period to include billed expenditures from July 1, 2024, through June 30, 2025, for UPWP Grant Agreement Number GRT-23-0009152-T, funding period: 07/1/2021 - 06/30/2023 & 5310 Grant Agreement Numbers GRT-22-0008874-T, funding period: 10/1/2022 - 9/30/2024; and GRT-24-0009852-T, funding period: 10/1/2024 - 9/30/2026.

To accomplish this objective, we:

- Identify and assess the risks of material misstatement of financial records, whether due to fraud or error, design and perform audit procedures responsive to those risks, and obtain audit evidence that is sufficient and appropriate to provide a basis for our opinion. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control.
- Assess risks of material misstatement by analyzing accounting records and performing data comparisons to identify areas with higher risk of error, fraud, or noncompliance.
- Review accounting and supporting records by examining expenditure reports, contracts, receipts, and reconciling amounts to accounting data to confirm accuracy and compliance with federal and state requirements.

- Test billed costs by selecting a sample of transactions and tracing them from accounting records to supporting documentation such as timesheets, invoices, and payment records to verify allowability, allocability, and accuracy in accordance with 2 CFR Part 200 and grant terms.
- Record billed and audited costs in the Schedule of Costs to identify any variances between submitted and verified amounts, and request management's review and confirmation of the results for accuracy.

Prior Audit Findings

ADOT's Audit and Analysis group conducted a Performance Audit (PA 17.06), related Joint Project Agreement (JPA) 11-014, covering period May 1, 2016 through June 15, 2017, issued August 25, 2017. The following issues were determined:

1. CAG misspent and misallocated federal funds which resulted in vendors not being paid timely or in full for services.
2. ADOT MPD issued payments to CAG that were advances (unallowable) instead of reimbursements for incurred expenditures (allowable).
3. ADOT MPD did not properly close the FY15-16 agreement and roll over the funds into FY16-17 using the authorization process which resulted in at least \$144,680 of grant funds being rolled over improperly.
4. CAG initiated multi-year contracts with vendors, usually A&E Consultants, and had services performed without written agreements.
5. CAG used two accounting software systems, Caselle and Intacct, which do not reconcile with each other and resulted in the misallocation of grant monies.
6. CAG's AMEX purchase credit card was used for allowable and unallowable costs which resulted in a high balance carried month-to-month that incurred finance fees and interests.

We recommended ADOT MPD work with CAG management to develop procedures and requirements that would ensure: federal funds are spent on grant purposes, vendors are paid timely, reimbursement for incurred expenditures only, proper closure of grant agreements, proper agreements are in place with all vendors, vendors are paid in full, grant monies are properly allocated and accounted for, purchase card is only used for allowable costs and the balance is paid in full. ADOT MPD concurred with all issues and provided corrective plans to alleviate the issues in the future. ADOT MPD implemented changes to JPA language which required all grantees including CAG to provide signed contracts and proof of payment for incurred expenditures to receive reimbursement. CAG now uses Caselle as its sole accounting system longer uses Intacct. CAG no longer uses a purchase credit card; there is now one purchase debit card provided to the Executive Director.

Internal Control over Financial Reporting

Attached is the [Report On Internal Control](#), which purpose is solely to describe the scope of our testing of internal control and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the Grantee's internal control or on compliance.

Conclusion

Based on the work we performed, we were unable to determine whether CAG maintained their records for costs incurred from July 1, 2021 through June 30, 2023, due to a cyberattack which resulted in the loss of accounting records. CAG did maintain accounting records for the costs incurred from July 1, 2024 through June 30, 2025; however, they did not spend money in accordance with the grant agreement. We identified the following good business practices:

- CAG has procedures in place to ensure segregation of labor by program through its timekeeping system.
- CAG has procedures in place to ensure timesheets are reviewed and approved by appropriate personnel.

- CAG has procedures in place to ensure expenses are reviewed and approved by appropriate personnel.
- CAG has procedures in place for the development of reimbursement that are submitted on a monthly basis.
- CAG uses a fund accounting system, which tracks expenditures by grant fund, which contains modules for cost and financial reporting.
- CAG has procedures in place to allow costs to be segregated by program, account, and transaction type in its accounting system.
- Accounting records are automatically backed up daily via the accounting software cloud infrastructure.

We also identified opportunities for improvement in the following areas:

- Develop procedures to ensure that accounting records are protected and retained; see [Accounting Records Not Available](#).
- Develop procedures to ensure only allowable costs are billed to grants and submitted for reimbursement via Reimbursement Requests; see [Unallowable Car Allowance](#) and [Unallowable Promotional Outreach Items](#).
- Develop procedures to ensure all costs are allocated based on the proportional benefit; see [Overhead Costs Not Allocated based on Proportional Benefit](#).

We have attached our [Independent Auditors Report](#), the [Schedule of Costs](#), including the [Notes to the Schedule of Costs](#), and the [Report On Internal Control](#).

We appreciate the assistance of ADOT MPD and CAG during the audit.



Robert Wise
External Senior Auditor



Mike Ashton, CIA
Audit Manager

Accounting Records Not Available

Audit Evidence/Testing

We requested general ledger detail reports for the accounts determined to be significant for the original audit period July 1, 2021 through June 30, 2023. The CAG Finance Director informed the Auditor that CAG went through a cyberattack and no electronic or paper versions of the general ledger reports or transactions were available. CAG also provided us with emails summarizing the attack and the steps taken, including contacting the Federal Bureau of Investigations, Arizona National Guard, Tetra Defense (cyber forensics and incident response), and Pacific Office (IT & cybersecurity company). A site visit was conducted with other ADOT staff to determine if CAG implemented the changes recommended by the entities contacted after the attack. During the site visit, CAG's accounting system provider, Caselle, and IT & cybersecurity provider, Pacific Office, walked through the implemented changes. CAG also demonstrated that it had supporting documentation such as time sheets, payroll registers, invoices and receipts from submitted reimbursement requests and file storage at CAG's office which are being used to rebuild accounting records.

Criteria

In accordance with 2 CFR 200.302(b)(3) *Financial management*, subrecipient's financial management system must maintain records that sufficiently identify the amount, source, and expenditure of Federal funds for Federal awards. Per 2 CFR 200.334 *Record retention requirements*, subrecipient must retain all Federal award records for three years from the date of submission of their final financial report. Records to be retained include but are not limited to financial records, supporting documentation, and statistical records. Per 2 CFR 200.303(e) *Internal controls*, subrecipient must take reasonable cybersecurity and other measures to safeguard information.

Condition

CAG was unable to provide electronic or paper general ledgers for costs/transactions that occurred July 1, 2021 through June 30, 2023 (FY22-FY23) related to GRT-22-0008874-T (5310) and GRT-21-0008158-T (WP).

Effect/Potential Impact

The absence of complete accounting records impaired CAG's ability to demonstrate that grant expenditures were accurately recorded. Additionally, inadequate safeguarding and retention of accounting records increases the risk of undetected errors, unauthorized transactions, and noncompliance with Federal requirements.

Cause

In August 2022 CAG experienced a ransomware attack, due to inadequate cybersecurity measures, when a malicious email was received and activate which resulted in the loss of all accounting records. CAG does retain paper files but since the cyberattack, CAG has not had the time, funding, or additional staff to be able to re-enter all the lost data into its accounting software.

Recommendation #1

We recommend that CAG:

1. Work with accounting system provider to ensure accounting records are safeguarded and backed up for the applicable retention period.

2. Ensure systems are safeguarded, cyber risk is mitigated, cyberattacks are prevented and damage due to cyberattacks is minimized.

Management response: Concur

Action Plan: Staff worked with Caselle (accounting system provider) to ensure accounting records are safeguarded and backed up for the applicable retention period. CAG hired a new IT Provider to ensure systems are safeguarded, cyber risk is mitigated, cyberattacks are prevented and damage due to cyberattacks is minimized.

Expected Date of Correction: January 2023

Title of person responsible: Executive Director, Finance Director, and Administrative and Special Projects Coordinator (IT)

Unallowable Car Allowance

Audit Evidence/Testing

We reviewed 64 labor transactions to determine if they were properly recorded, supported, and allowable under applicable agreements and Federal regulations. Of the 64 transactions reviewed, 21 transactions included a "Miscellaneous" payroll register line item related to a \$500 monthly vehicle allowance, which was charged to the ADOT Work Program (WP) and Section 5310 funding from July 2022 through December 2025. We determined the vehicle allowance did not meet Federal allowability requirements for travel costs.

Criteria

In accordance with 2 CFR 200.431(f) *Automobiles*, any portion of automobile costs furnished by the non-Federal entity that relate to personal use by employees (including transportation to and from work) is unallowable as a fringe benefit or indirect (F&A) costs, regardless of whether the cost is reported as taxable income to the employee. Per 2 CFR 200.475(a) *Travel Costs*, travel costs must be charged on an actual cost or mileage basis.

Condition

CAG has allocated and billed a portion of the Executive Director's car allowance ADOT WP and 5310 funding since July 2022. Based on the nature of the payment, the vehicle allowance was determined to be an unallowable cost under Federal regulations.

Effect/Potential Impact

CAG overbilled \$5,655 from July 2023 through December 2025 to ADOT WP and 5310 funding, due to lack of supporting documentation, we were unable to determine billed amount for July 2022 through June 2023.

Cause

CAG lacked sufficient procedures and review controls to identify unallowable payroll and travel related costs charged to Federal awards. As a result, the Executive Director's monthly vehicle allowance was improperly allocated to ADOT WP and Section 5310 funding.

Recommendation #2

We recommend that CAG:

1. Work with MPD to determine the car allowance amount overbilled.
2. Strengthen procedures to ensure only allowable costs in accordance with federal regulations are billed to ADOT.

Management response: Partial Concur

Action Plan: CAG will no longer seek reimbursement from ADOT on vehicle allowance. Staff will work with MPD on FY 23. CAG will strengthen procedures to ensure only allowable costs in accordance with federal regulations are billed to ADOT. Staff will work with MPD to establish better communication and understanding of changes to federal regulations. CAG will seek guidance/clarification from ADOT regarding disposition of repaid funding and corresponding in-kind amounts and whether they will become available for allowable expenses. The Executive Director will request regular updates and trainings at the COG/MPO Executive Director Meetings.

Expected Date of Correction: January 2026

Title of person responsible: Executive Director and Finance Director

Unallowable Promotional Outreach Items

Audit Evidence/Testing

We reviewed 57 non-labor transactions to determine if they were properly recorded, supported, and allowable under applicable agreements and Federal regulations. Of the 57 transactions reviewed, one transaction included an invoice for \$757.03 related to unallowable branded promotional outreach items, such as jar openers, pizza cutters, lip moisturizer, and power clips, which was allocated to ADOT Work Program Surface Transportation Block Grant Program (STBGP) funding.

Criteria

In accordance with 2 CFR 200.467 *Selling and marketing costs*, the costs of selling and marketing any products or services of the recipient or subrecipient are unallowable unless they are allowed under 2 CFR 200.421 and are necessary to meet the requirements of the Federal award. Per 2 CFR 200.421(e)(3) *Advertising and public relations*, unallowable advertising and public relations costs includes costs of promotional items and memorabilia.

Condition

CAG charged \$757.03 in unallowable costs related to branded promotional outreach items, related to an invoice dated 9/27/2024 totaling in the amount of \$3,028, to ADOT STBGP funding.

Effect/Potential Impact

CAG overbilled \$757.03 in unallowable costs to ADOT STBGP funding.

Cause

CAG does not have adequate procedures or review controls in place to identify and prevent unallowable promotional and public relations costs from being charged to Federal awards.

Recommendation #3

We recommend that CAG:

1. Work with MPD to reimburse ADOT.
2. Strengthen procedures to ensure only allowable costs in accordance with federal regulations are billed to ADOT.

Management response: Concur

Action Plan: CAG will reimburse ADOT. CAG will strengthen procedures to ensure only allowable costs in accordance with federal regulations are billed to ADOT. CAG will seek guidance/clarification from ADOT regarding disposition of repaid funding and corresponding in-kind amounts and whether they will become available for allowable expenses.

Expected Date of Correction: Once guidance/clarification is received from ADOT

Title of person responsible: Executive Director and Finance Director

Overhead Costs Not Allocated based on Proportional Benefit

Audit Evidence/Testing

We reviewed 57 non-labor transactions to determine if they were properly recorded, supported, and allowable under applicable agreements and Federal regulations. Of the 57 transactions reviewed, 21 transactions were allocated to overhead costs totaling \$13,112, including rent, IT services, accounting software, and payroll services. We determined CAG allocated these costs based on budgeted operating expense amounts and does not maintain a documented methodology demonstrating that allocations reasonably reflected proportional benefit received by benefiting grants and programs.

Criteria

In accordance with 2 CFR 200.405(d) *Direct Cost Allocation Principles*, if a cost benefits two or more projects or activities in proportions that can be determined without undue effort or cost, the cost must be allocated to the projects based on the proportional benefit.

Condition

CAG allocated overhead costs through its annual **Operating Expenses** budget, as shown below. However, CAG does not maintain a formal indirect cost structure and was unable to show how the amounts below are derived or applied based on proportional benefit.

FY25 Operating Expenses									
	CAG MEMBERSHIP DUES/RTAC	COMMUNITY DEVELOPMENT BLOCK GRANT	ECONOMIC DEVELOPMENT ADMINISTRATION	PLANNING SERVICES	TRANSPORTATION	WATER QUALITY PLANNING			FY 25 TOTAL
Rent - Utilities									
*Includes rent, utilities, phone services, teleconferencing for meetings.									
	\$ 21,443	\$ 9,000	\$ 7,500	\$ 14,250	\$ 14,250	\$ 3,500			\$ 69,943
	\$ 7,112	\$ 2,500	\$ 2,032	\$ 3,500	\$ 3,200	\$ 1,000			\$ 19,344
TOTAL	\$ 28,555	\$ 11,500	\$ 9,532	\$ 17,750	\$ 17,450	\$ 4,500			\$ 89,287
Contractual Services									
*Includes RTAC dues, legal services, audit, IT services and insurances (All Risk, General Liability, Property) and consultant/contractual services									
Consultant/Contractual Services	\$ 54,075	\$ -	\$ -	\$ -	\$ 134,250	\$ -			\$ 188,325
Legal Services	\$ 3,000	\$ -	\$ -	\$ -	\$ 2,000	\$ -			\$ 5,000
Audit Services	\$ 15,000	\$ 3,000	\$ 3,000	\$ 3,000	\$ 5,500	\$ 500			\$ 30,000
IT Services	\$ 6,500	\$ 1,800	\$ 1,800	\$ 1,800	\$ 1,800	\$ 300			\$ 14,000
Insurance	\$ 1,800	\$ 1,500	\$ 1,250	\$ 1,250	\$ 1,500	\$ 700			\$ 8,000
TOTAL	\$ 80,375	\$ 6,300	\$ 6,050	\$ 6,050	\$ 145,050	\$ 1,500			\$ 245,325
Travel - Employee Trainings - Conferences - Meeting Expenses									
*Includes travel, per diem expenses, employee training, conferences and memberships/dues to professional organizations.									
Travel/Per Diem									
Training/Conferences/Memberships & Dues									
TOTAL	\$ 3,500	\$ 3,500	\$ 3,000	\$ 4,500	\$ 7,000	\$ 1,000			\$ 22,500
Supplies - Printing - Advertising									
*Includes office and janitorial supplies, postage, specialized printing (business cards and advertising of job positions and public notifications).									
Office Supplies	\$ 11,000	\$ 2,000	\$ 1,500	\$ 2,500	\$ 3,000	\$ 500			\$ 20,500
Printing/Advertising	\$ 500	\$ 500	\$ 500	\$ 250	\$ 4,000	\$ 250			\$ 6,000
TOTAL	\$ 11,500	\$ 2,500	\$ 2,000	\$ 2,750	\$ 7,000	\$ 750			\$ 26,500
Equipment Leases - Maintenance - Supplies - Software									
*Includes leases, maintenance, copies, supplies for copiers, printers and computer software packages.									
Copiers/Printers/Server	\$ 4,000	\$ 2,000	\$ 1,500	\$ 1,500	\$ 2,000	\$ 1,000			\$ 12,000
Software	\$ 3,500	\$ 1,000	\$ 1,000	\$ 2,000	\$ 5,500	\$ 1,000			\$ 14,000
TOTAL	\$ 7,500	\$ 3,000	\$ 2,500	\$ 3,500	\$ 7,500	\$ 2,000			\$ 26,000

Effect/Potential Impact

Current method of allocating overhead costs does not comply with 2 CFR 200.

Cause

CAG does not have formal procedures or a documented methodology for allocating shared overhead costs based on proportional benefit. As a result, overhead allocations were developed using budgeted operating expense amounts rather than a supportable allocation basis.

Recommendation #4

CAG should develop and implement a documented overhead cost allocation in accordance with federal regulations.

Management response: Do Not Concur

Action Plan: CAG will revisit our methodology for shared costs. CAG currently underallocates the Transportation Department for related department expenses due to lack of SPR funding. CAG's Membership Dues currently covers over-expenditures. Part of the imbalance is due to consultant fees listed within the operating expenses.

CAG currently develops an annual agency budget, with proportional benefit based on full-time employees (FTEs) per department, after allowing for direct charges such as consultant, advertising, and legal fees that are specific to our transportation-related grants, that is used as a guide throughout the year. We are conservative in our estimates on overhead costs and projected "carry-over" amounts are very minimal from year to year.

In FY25, there were 6 FTEs at the agency, and 2.4 FTEs (40%) were dedicated in the budget to the transportation-related grants. However, rather than 40%, CAG budgeted for 36.5% of the overall salaries and 34.8% of the overall fringes to the transportation-related grants. Of the remaining funds, consultant fees utilized nearly 73%, leaving only \$49,750 annually for rent, utilities, travel, training & conferences, supplies, equipment leases and maintenance, and software.

When the budget was compared to actual expenditures for FY25, there was necessary shifting among line items, where anticipated expenditures were less than, to cover overages in other line items. Overall, we exceeded the budget by \$24,505 or 5.8%. This overage was absorbed by receiving additional funds in Surface Transportation Block Grant (STBG) and by using the previously anticipated carry-over amount of \$6,088.

Expected Date of Correction: July 2026

Title of person responsible: Executive Director and Finance Director

Independent Auditor's Report

At the request of the Arizona Department of Transportation (ADOT) Multimodal Planning Division (MPD), we have audited the accompanying Schedule of Costs, related to costs billed by Central Arizona Governments (CAG) for the modified audit period July 1, 2024 through June 30, 2025, for the Unified Planning Work Program (UPWP) Grant Agreement Number GRT-23-0009152-T, established May 23, 2023, Coordinated Mobility Program (5310) Grant Agreement Numbers GRT-22-0008874-T, established October 6, 2022, and GRT-24-0009852-T, established November 8, 2024, between ADOT MPD and CAG, including the related notes to the Schedule of Costs.

Management's Responsibility

Management is responsible for the preparation and fair presentation of the Schedule of Costs in accordance with the basis of accounting, as described below. Management is also responsible for the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of the Schedule of Costs that is free from material misstatement, whether due to fraud or error.

Auditors' Responsibility

Our responsibility is to express an opinion on the Schedule of Costs based on our audit. We conducted our audit in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the Schedule of Costs is free from material misstatement. An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the Schedule of Costs. The procedures selected depend on the auditor's judgment, including the assessment of the risks of material misstatement of the Schedule of Costs, whether due to fraud or error. In making those risk assessments, the auditor considers internal control relevant to the entity's preparation and fair presentation of the Schedule of Costs in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the entity's internal control. Accordingly, we express no such opinion. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluating the overall presentation of the Schedule of Costs.

We believe that the audit evidence we have obtained for the modified audit period is sufficient and appropriate to provide a basis for our audit opinion on that period.

Basis for Disclaimer of Opinion on Preliminary Audit Period

During our audit, CAG was unable to provide sufficient accounting records, including general ledger detail and supporting transaction documentation, for costs incurred during the audit period due to the loss of accounting records resulting from a ransomware incident. Accordingly, we were unable to obtain sufficient appropriate audit evidence regarding costs incurred during the audit period from July 1, 2021 through June 30, 2023, for UPWP Grant Agreement Number GRT-21-0008158-T and 5310 Grant Agreement Number GRT-22-0008874-T.

Disclaimer of Opinion on Preliminary Audit Period

We do not express an opinion on costs incurred during the audit period because sufficient appropriate audit evidence was not available to support those costs.

Opinion on Modified Audit Period

In our opinion, the Schedule of Costs referred to above presents fairly, in all material respects, the allowable costs incurred during the modified audit period, on the basis of accounting described below.

Basis of Accounting

The Schedule of Costs is prepared on the basis of accounting found in the Code of Federal Regulations. This is a basis of accounting, other than accounting principles generally accepted in the United States of America, and was used to meet federal, state and ADOT requirements. Our opinion is not modified with respect to this matter.

Other Matters

Our audit was conducted for the purpose of forming an opinion on the Schedule of Costs and determining whether costs were appropriately billed by the Grantee, as defined in the Grant Agreement between CAG and ADOT. The Schedule of Costs includes additional analysis of the Reimbursement Requests submitted by the Grantee for the grant period July 01, 2024 through June 30, 2025. Such information is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the Schedule of Costs. The information has been subjected to the auditing procedures applied in the audit of the Schedule of Costs and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the Schedule of Costs or to the Schedule of Costs itself, and other additional procedures in accordance with auditing standards generally accepted in the United States of America.

In our opinion, the information is fairly stated in all material respects, in relation to the Schedule of Costs for the expanded audit period, July 1, 2024 through June 30, 2025.

Report on Other Legal and Regulatory Requirements

In accordance with Government Auditing Standards, we have also issued our report dated June 19, 2026, on our consideration of the Grantee's internal controls and its compliance with laws and regulations. The purpose of that report is solely to describe the scope of our testing of internal control and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the Grantee's internal control or on compliance. This report is intended solely for the use and information of the Grantee and government agencies or other customers related to contracts employing the cost principles of Title 2 of the Code of Federal Regulations (CFR) and should not be used for any other purpose.

Vickie Murphy

Vickie Murphy, CPA, CIA, CFE, CISA
Chief Auditor

Schedule of Costs

Schedule of Costs Billed vs. Actual Costs by Fund Grant Period: July 1, 2024 - June 30, 2025*									
Funding Source	FY 2024*		FY 2025		FY 2026*		Total		
	Billed	Actual	Billed	Actual	Billed	Actual	Billed	Actual	Over/ (Under)
UPWP									
FHWA									
SPR		\$ (1,090)	\$ 156,250	\$ 155,425		\$ (400)	\$ 156,250	\$ 153,935	\$ 2,315
STBG		\$ (60)	\$ 47,702	\$ 46,605		\$ (75)	\$ 47,702	\$ 46,470	\$ 1,232
FHWA CPG									
5304\5305e (Transit)		\$ (345)	\$ 151,110	\$ 150,975		\$ -	\$ 151,110	\$ 150,630	\$ 480
FTA Transit									
State Admin		\$ (240)	\$ 20,000	\$ 19,500		\$ (250)	\$ 20,000	\$ 19,010	\$ 990
Totals		\$ (1,735)	\$ 375,062	\$ 372,505		\$ (725)	\$ 375,062	\$ 370,045	\$ 5,017
Local Match		\$ -	\$ (42,582)	\$ (42,582)		\$ -	\$ (42,582)	\$ (42,582)	\$ -
Total Federal Portion		\$ (1,735)	\$ 332,479	\$ 329,922		\$ (725)	\$ 332,479	\$ 327,462	\$ 5,017
5310									
CAG/SCMPO RMM Coordinator		\$ (520)	\$ 142,735	\$ 142,160		\$ (300)	\$ 142,735	\$ 141,340	\$ 1,395
Totals		\$ (520)	\$ 142,735	\$ 142,160		\$ (300)	\$ 142,735	\$ 141,340	\$ 1,395
Local Match		\$ -	\$ (28,547)	\$ (28,547)		\$ -	\$ (28,547)	\$ (28,547)	\$ -
Total Federal Portion		\$ (520)	\$ 114,188	\$ 113,613		\$ (300)	\$ 114,188	\$ 112,793	\$ 1,395

Source: Reimbursement Requests, Grantee backup documentation submitted by the Grantee and approved by ADOT in the E-Grants System. Auditor analysis of grant terms and audit testing results.

Scope: Reimbursement Requests for grant period:

Work Program & 5310 : 7/1/2024 through 6/30/2025 (FY25);

* Actual amounts for July 2023 through June 2024 (FY24) and July 2025 through December 2026 (FY26) are included to reflect the total financial impact of the Unallowable Car Allowance finding, which was identified within the scope of the audit, but occurred from FY24 to FY26. Note: FY24 and FY26 Billed costs were not reviewed.

Notes:

Billed: As reflected in Reimbursement Requests submitted by the Grantee and approved by ADOT in the E-Grants System.

Actual: Based on testing results and cost reflected in Reimbursement Requests submitted by the Grantee.

Over/(Under): Questioned cost due to audit finding(s). (Title 2 CFR 200.1)

Abbreviation:

5304\5305e (Transit): Metropolitan Transportation Planning Program

CPG: Consolidated Planning Grant

FHWA: Federal Highway Administration

FTA: Federal Transit Administration

RMM: Regional Mobility Management

SPR: State Planning and Research

STBG: Surface Transportation Block Grant Program

UPWP: Unified Planning Work Program

1. Basis of Presentation

Presentation of the Schedule of Costs is a format specified by ADOT, which is in accordance with the Code of Federal Regulation (CFR). The primary difference between this basis of accounting and accounting principles generally accepted in the United States of America is the allowability and allocability of costs to government funded grants. The Schedule of Costs presented is in relation to the Unified Planning Work Program (UPWP) Grant Agreement Number GRT-23-0009152-T, established May 23, 2023, Coordinated Mobility Program (5310) Grant Agreement Numbers GRT-22-0008874-T, established October 6, 2022, and GRT-24-0009852-T, established November 8, 2024, between ADOT MPD and CAG for the modified audit period July 1, 2024, through June 30, 2025.

2. Grant Description

ADOT is the direct recipient of federal apportioned and grant funds from the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). ADOT passes through all or portion of these funds to sub-recipients, including CAG, for the purpose of carrying out approved transportation planning and mobility programs. The UPWP grant supports the development and operation of an integrated, intermodal transportation system that promotes the efficient movement of people and goods while supporting regional and community development objectives. The 5310 grant is intended to improve mobility for older adults and individuals with disabilities by removing barriers to transportation service and expanding transportation mobility options. The program supports transportation services designed to meet the needs of older adults and individuals with disabilities in large urbanized, small urbanized, and rural areas.

3. Grant Information

UPWP (GRT-23-0009152-T)

Grant Funding Period:	07/1/2023 – 06/30/2025
Federal Match:	80% – 100%; depending on program
Grant Type:	Unified Planning Work Program

5310 (GRT-22-0008874-T)

Grant Funding Period:	10/1/2022 - 9/30/2024
Federal Match:	80%
Grant Type:	Regional Mobility Management

5310 (GRT-24-0009852-T)

Grant Funding Period:	10/1/2024 - 9/30/2026
Federal Match:	80%
Grant Type:	Regional Mobility Management

4. Grant Reconciliation

UPWP (GRT-23-0009152-T)

Federal Award:	\$541,961
Local Match:	\$77,730
Total Award:	\$619,691

Total Billed Costs:	\$375,062
Total Actual Costs:	\$370,045
Over/(Under):	\$5,017*

***Includes \$725 in overbilled car allowance during FY26 applicable to GRT-25-0011016-T.**

5310 (GRT-22-0008874-T)

Federal Award:	\$220,000
Local Match:	\$55,000
Total Award:	\$275,000

Total Billed Costs:	\$30,578
Total Actual Costs:	\$29,908
Over/(Under):	\$670

5310 (GRT-24-0009852-T)

Federal Award:	\$117,500
Local Match:	\$29,375
Total Award:	\$146,875

Total Billed Costs:	\$112,157
Total Actual Costs:	\$111,432
Over/(Under):	\$725

5. Overhead Costs

CAG does not recover overhead (indirect) costs via an indirect cost plan (ICAP/ICRP), CAG treats all costs including overhead costs as direct costs however costs are not allocated to projects based on proportional benefit, see [Overhead Costs Not Allocated based on Proportional Benefit](#).

6. CAG Personnel Contacted

Andrea Robles, Executive Director
Yvonne Tackett, Finance Director

7. Exit Conference

An exit conference was held on June 17, 2026 with Andrea Robles, Executive Director, who represented the Grantee. The accompanying Schedule of Costs was communicated to Andrea, who acknowledged the results. As reflected in the accompanying Schedule of Costs, the Grantee overbilled ADOT \$6,412.

REPORT ON INTERNAL CONTROL OVER FINANCIAL REPORTING ON COMPLIANCE AND OTHER MATTERS BASED ON AN AUDIT OF THE SCHEDULE OF COSTS PERFORMED IN ACCORDANCE WITH GOVERNMENT AUDITING STANDARDS

June 19, 2026

To: ADOT Multimodal Planning Division
Central Arizona Governments

We have audited, in accordance with the auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in Government Auditing Standards issued by the Comptroller General of the United States, the Schedule of Costs for Grant Agreement Numbers GRT-23-0009152-T, GRT-22-0008874-T and GRT-24-0009852-T, and its accompanying notes and have issued our report thereon dated June 19, 2026.

Internal Control over Financial Reporting

In planning and performing our audit of the Schedule of Costs, we considered the Central Arizona Governments' (the "Grantee") internal control over financial reporting to determine the audit procedures that are appropriate in the circumstances for the purpose of expressing our opinion on the Schedule of Costs, but not for the purpose of expressing an opinion on the effectiveness of the Grantee's internal control. Accordingly, we do not express an opinion on the effectiveness of the Grantee's internal control.

A deficiency in internal control exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, misstatements on a timely basis. A material weakness is a deficiency, or combination of deficiencies, in internal control, such that there is a reasonable possibility that a material misstatement of the Schedule of Costs prepared in accordance with Title 2 of the Code of Federal Regulation Part 200 will not be prevented, or detected and corrected on a timely basis. A significant deficiency is a deficiency, or a combination of deficiencies, in internal control that is less severe than a material weakness, yet important enough to merit attention by those charged with governance.

Our consideration of internal control was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control that might be material weaknesses or significant deficiencies and therefore, material weaknesses or significant deficiencies may exist that have not been identified. However, we identified a deficiency in internal control over financial reporting that we consider a significant deficiency, as described in [Observations and Findings](#).

Compliance and Other Matters

As part of obtaining reasonable assurance whether the Schedule of Costs is free from material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements, including provisions of the applicable sections of Title 2 of the Code of Federal Regulation Part 200; noncompliance with which could have a direct and material effect on the determination of the amounts reported on the Schedule of Costs. The results of our tests disclosed three

instances of noncompliance or other matters that are required to be reported under Government Auditing Standards, as described in [Observations and Findings](#).

Purpose of this Report

The purpose of this report is solely to describe the scope of our testing of internal control and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the Grantee's internal control or on compliance. This report is an integral part of an audit performed in accordance with Government Auditing Standards in considering the Grantee's internal control and compliance. This report is also intended solely for the use and information of the Grantee and government agencies, or other customers related to grants and contracts employing the cost principles of the Code of Federal Regulation (CFR). Accordingly, this communication is not suitable for any other purpose.

Vickie Murphy
Vickie Murphy, CPA, CIA, CFE, CISA
Chief Auditor



☐	Information Only
☒	Motion to Approve

Date: September 16, 2026

To: Andrea Robles / Management Committee

From: Yvonne Tackett, Finance Director

Subject: FY 2027 Budget

Recommended Motion

Move to approve the CAG FY 2027 Budget as presented.

Summary Discussion

The CAG FY 2027 Budget will provide the operational authority for the period of July 1, 2026 to June 30, 2027. This document has been reviewed by CAG’s Executive Committee on August 10, 2026 and they unanimously recommended moving it forward to the Management Committee.

Attachment(s)

CAG FY 2027 Budget



Fiscal Year 2027 Budget

DRAFT



We are pleased to present the FY27 Central Arizona Governments (CAG) Budget. This document has been developed using a conservative approach and will serve to guide the agency throughout the fiscal year of July 1, 2026 - June 30, 2027.

At the direction of ADOT, we have made modifications in the format of the Budget document to accommodate a clearer view of expenditures that are direct costs to specific program funds and those that are shared, and thus, allocated to all funds. The FY27 Budget Summary can be found on page 6,. Each fund, or group of related funds, are listed along the top of each column, with personnel and fringe benefits segregated, and other expense line items described in the left-hand margin. (Additional details of individual line items are on pages 7-11.) Shared overhead costs such as rent and utilities, some contractual services, office supplies and equipment leases/maintenance are found on Page 7. Direct overhead, or program-specific costs, including consultant fees, legal fees, travel, training/conferences, and printing/advertising are on Page 8. (Please note that travel reimbursements for ADOT-related grants will continue to be charged directly to Member Dues.) Facilities maintenance (cleaning, pest control, trash services) as well as meeting supplies, meals/refreshments and promotional items that cannot be charged to our grants are charged directly to Member Dues.

Salaries and employee-related expenses are detailed on Page 9 and their allocation to each fund, based on FTE, can be found on Pages 10 and 11, respectively.) The Salary and Fringe allocations pages have been expanded to demonstrate those positions charging directly to each fund and those being spread as Administrative (shared) positions. A 3% COLA has been included contingent upon funding of federal awards beginning October 2026.

All expenses are totaled on the Total Projected Expenses line. Anticipated revenues for the year are then listed, followed by additional revenues such as Cash Match and carryover amounts from the prior year. Revenues are totaled and any overage/shortage, after deduction of the total expenses, is reflected in the bottom line of the Summary.

*Of special note:

- Calculations for expenditures are based on an FTE % methodology, so that each fund reflects its' true costs. Transfers will be made from Member Dues to cover any shortages. Overages from the CDBG, Planning and Water Quality funds will be transferred into Member Dues.
- CAG is required to provide an annual cash match of \$46,666 to the EDA Planning grant.
- RTAC Assessment increased by approximately 11%.
- In total, CAG is administering 46 contracts this fiscal year.

Membership Dues:

CAG Membership Dues were approved by the Management Committee and Regional Council in January 2026 to remain at \$233,500. The dues provide for operational cash flow and allow for expenditures not covered by our grants, as well as satisfying any cash match required. The dues also cover specific costs such as janitorial services and supplies, travel, PASS Training at no cost to member agencies, a percentage of the costs to provide for meeting space/technology for Regional Council, Management Committee and other various committee meetings, and events throughout the year.

The RTAC Assessment amount has increased this year to \$63,661. This assessment was approved by the Management Committee and Regional Council in April 2026 and is a pass-through from CAG to NACOG and provides for continued representation of the Rural Transportation Advocacy Council.

The Town of San Tan Valley has adopted a resolution to join as the 24th member agency of CAG. With the inclusion of San Tan Valley, the member dues and assessment formulas must be reevaluated for FY 28.

CAG Department Overview:

CDBG:

CAG's Community Development Block Grant (CDBG) Program provides technical and administrative assistance to communities that participate in the CAG CDBG program. CAG staff assist the communities with public participation, writing applications, performing environmental reviews, and project administration/management to ensure federal compliancy. In FY 27, RA projects to be completed include the Globe Skate Park Improvements, slum and blight removal in Apache Junction and Hayden, ADA improvements in Payson, wastewater solar panels in Kearny, water infrastructure improvement in Star Valley and Miami will have their Senior Center parking lot repaved and the remaining funds will be used towards street improvements. Coolidge, Gila County, Payson, Superior and Winkelman will select their projects for the new funding round. Staff will also apply for SSP funds for two communities in FY 27.

EDA:

CAG was awarded a three-year EDA Planning Grant, beginning April 1, 2025 -March 31, 2028. As previously mentioned, the required cash match to this grant is \$46,666. CAG will continue to serve as the liaison between the District and EDA to coordinate among economic development representatives to support and complement economic development activities throughout the region. We have entered into a contract with Arizona Town Hall to develop the 5-year Comprehensive Economic Development Strategy (CEDS) for the CAG Region.

PLANNING:

The Planning Department is responsible for regional projects. CAG staff is tasked with the collection, review and quality assurance of data required for the development of the annual population estimates and population projections adopted by the state and used to calculate State Shared Revenues. CAG will contract with MAG again this year to assist in analysis and quality control of traffic and land use data collections in Pinal County.

CAG continues to assist with multiple WIFA-funded projects throughout the region and other areas of the state, by performing Davis-Bacon wage monitoring and/or procurement when requested. Regional WIFA Projects include Apache Junction Sanitary District, City of Globe, Town of Kearny, Pine Creek, Town of Star Valley, Town of Superior, and the Tri City Regional Sanitary District.

CAG is under contract with member agencies and the private sector to provide project administration/management on various grants/projects throughout the Region. Staff will also be performing Davis-Bacon wage monitoring for various federal grants

TRANSPORTATION:

Under the Transportation Department, there are five transportation/transit related grants consisting of SPR, 5310 (Mobility Management), 5311 and STBG. These grants allow for transportation and transit related planning in the CAG Region. CAG's Transportation Improvement Program provides for traffic counting within the CAG Transportation Boundaries. CAG continues to receive annual recognition from ADOT for the traffic counting related efforts.

The TIP allocates additional funding for staff efforts with the Rural Transportation Advocacy Council priority projects, development of the organizational structure of the Gila County Intergovernmental Public Transportation Authority and the administration of two Pavement Preservation Studies (City of Globe and Town of Superior).

CAG administers the Mobility Management program for the CAG Region and Sun Corridor Metropolitan Planning Organization. Staff coordinates the 5310 and 5311 transit programs for ADOT and develops the Human Services Transportation Coordination Plan annually, allowing organizations within Gila and Pinal Counties to apply for Federal Transit funding. The CAG/SCMPO Mobility Manager is PASS certified and provides training for member agencies at no cost.

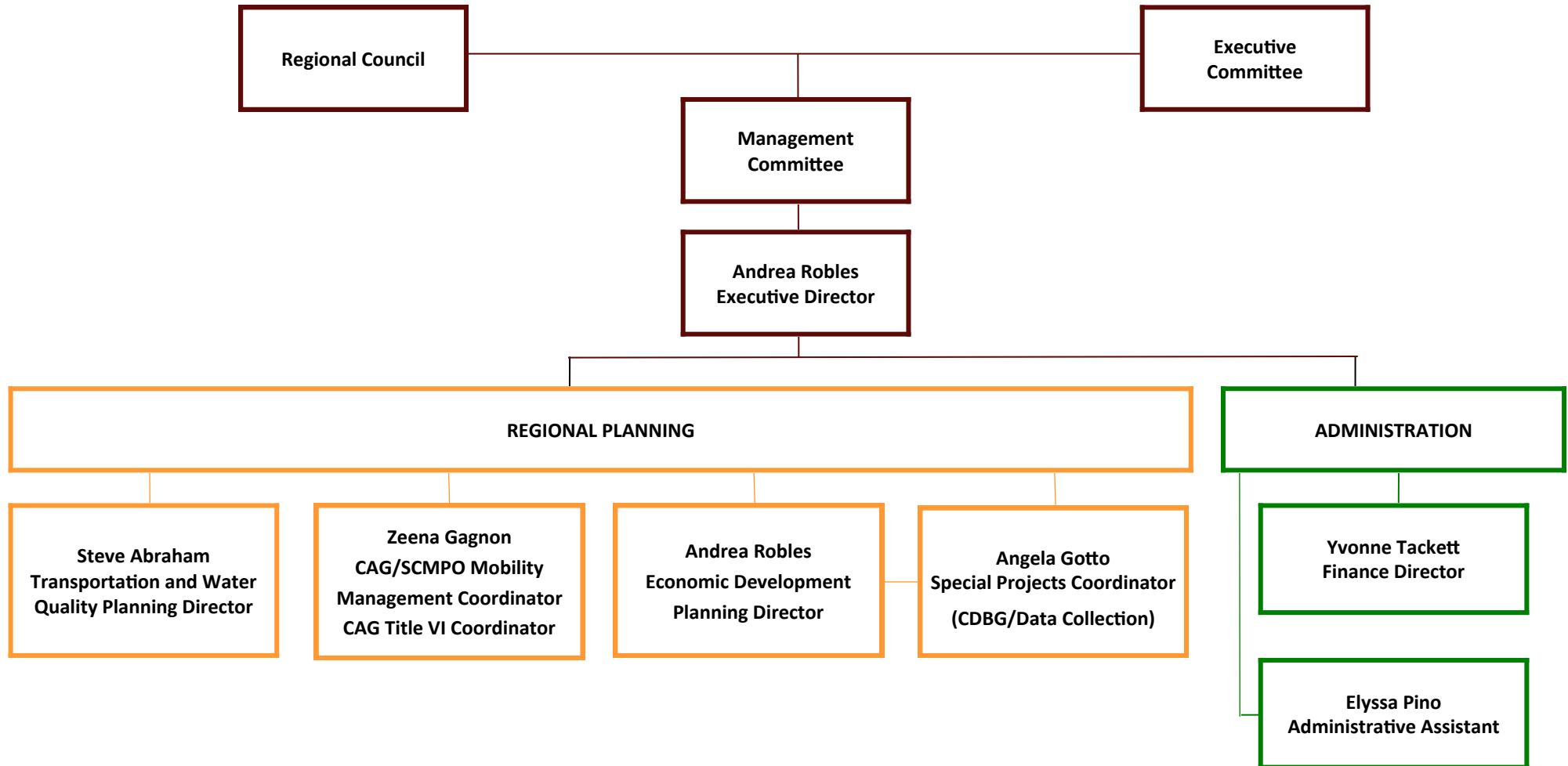
WATER QUALITY:

CAG receives a limited amount for technical assistance for Water Quality Planning within the region. Staff is actively working on a 208 Plan review for EPCOR and conducts numerous consistency reviews throughout the year. Additional requests for 208 Plan reviews are anticipated for this fiscal year as growth in the region continues and service areas of existing wastewater treatment facilities need to expand.

We are grateful to the Regional Council and Management Committee for continued leadership and support throughout another year. CAG staff will continue to seek additional funding opportunities for FY27 and future years. It is our goal to serve the needs of the Region with equality, integrity and innovation.

CENTRAL ARIZONA GOVERNMENTS

FY 27 ORGANIZATIONAL CHART



FY 27 CAG Membership Dues

Member	2024 POPULATION ESTIMATES	2025 POPULATION ESTIMATES	FY27 CAG DUES	FY27 RTAC ASSESSMENT
Ak-Chin Indian Community	1,241	1,351	\$ 4,500.00	\$ 580.00
Apache Junction	41,240	44,529	\$ 15,000.00	\$ 6,170.00
Casa Grande	65,883	69,405	\$ 18,000.00	\$ 6,170.00
Coolidge	18,945	20,027	\$ 8,500.00	\$ 2,934.00
Eloy	18,994	19,531	\$ 8,500.00	\$ 2,934.00
Florence	24,175	25,065	\$ 9,500.00	\$ 4,111.00
Gila County	16,877	16,954	\$ 8,500.00	\$ 2,934.00
Gila River Indian Community	9,981	9,981	\$ 6,500.00	\$ 1,757.00
Globe	7,159	7,212	\$ 6,500.00	\$ 1,757.00
Hayden	509	505	\$ 2,500.00	\$ 285.00
Kearny	1,755	1,756	\$ 4,500.00	\$ 580.00
Mammoth	1,078	1,078	\$ 4,500.00	\$ 580.00
*Marana	0	0	\$ 1,500.00	0
Maricopa	73,300	78,194	\$ 18,000.00	\$ 6,170.00
Miami	1,530	1,517	\$ 4,500.00	\$ 580.00
Payson	16,738	16,723	\$ 8,500.00	\$ 2,934.00
Pinal County	211,213	212,327	\$ 75,000.00	\$ 17,646.00
Queen Creek (Pinal)	13,669	16,357	\$ 6,500.00	\$ 1,757.00
San Carlos Indian Community	5,938	5,921	\$ 6,500.00	\$ 1,757.00
Star Valley	2,548	2,545	\$ 4,500.00	\$ 580.00
Superior	2,470	2,470	\$ 4,500.00	\$ 580.00
White Mountain Apache Tribe	2,415	2,241	\$ 4,500.00	\$ 580.00
Winkelman	292	290	\$ 2,500.00	\$ 285.00
TOTAL REGION:	537,950	555,979	\$ 233,500.00	\$ 63,661

Central Arizona Governments

FY 27 Budget Summary

		CAG MEMBERSHIP DUES/RTAC	COMMUNITY DEVELOPMENT BLOCK GRANT	ECONOMIC DEVELOPMENT ADMINISTRATION	PLANNING SERVICES	TRANSPORTATION (SPR, 5311, STBG, IPTA)	TRANSPORTATION MOBILITY MANAGEMENT	WATER QUALITY PLANNING	AGENCY FY 2027 TOTAL	
Personnel										
Salaries		\$ -	\$ 76,599	\$ 56,801	\$ 57,968	\$ 192,700	\$ 92,466	\$ 5,108	\$	481,642
Fringe Benefits		\$ -	\$ 29,768	\$ 18,959	\$ 36,330	\$ 64,733	\$ 25,342	\$ 1,826	\$	176,958
3% COLA contingent upon availability of funding (9 mths)										
Total Personnel		\$ -	\$ 106,367	\$ 75,760	\$ 94,298	\$ 257,433	\$ 117,808	\$ 6,934	\$	658,600
Shared Expenses:										
Rent	\$ 66,749	\$ -	\$ 10,959	\$ 6,605	\$ 10,259	\$ 22,765	\$ 15,458	\$ 703	\$	66,749
Utilities	\$ 18,497	\$ -	\$ 3,037	\$ 1,830	\$ 2,842	\$ 6,309	\$ 4,284	\$ 195	\$	18,497
Contractual Services	\$ 26,226	\$ -	\$ 4,307	\$ 2,596	\$ 4,029	\$ 8,944	\$ 6,074	\$ 276	\$	26,226
Supplies	\$ 13,000	\$ -	\$ 2,135	\$ 1,286	\$ 1,997	\$ 4,434	\$ 3,011	\$ 137	\$	13,000
Equipment/Maintenance/Software	\$ 25,536	\$ -	\$ 4,194	\$ 2,527	\$ 3,923	\$ 8,709	\$ 5,914	\$ 269	\$	25,536
Total Shared Expenses		\$ 150,008	\$ 24,632	\$ 14,844	\$ 23,050	\$ 51,161	\$ 34,741	\$ 1,580	\$	150,008
Direct Expenses:										
Consultant/Contractual Services	\$ 306,845	\$ 64,345	\$ -	\$ 56,000	\$ -	\$ 186,000	\$ 500	\$ -	\$	306,845
Facilities (Pest Control,Cleaning & Supplies)	\$ 9,538	\$ 9,538	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$	9,538
Travel & Development	\$ 29,667	\$ 7,700	\$ 5,000	\$ 3,167	\$ 4,000	\$ 5,800	\$ 3,500	\$ 500	\$	29,667
Printing/Advertising	\$ 4,750	\$ 500	\$ 500	\$ 500	\$ -	\$ 2,000	\$ 1,000	\$ 250	\$	4,750
Meeting Supplies	\$ 7,500	\$ 7,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$	7,500
Transfers In/Out-Matching funds	\$ 168,653	\$ 168,653							\$	168,653
Total Direct Expenses		\$ 526,953	\$ 258,236	\$ 5,500	\$ 59,667	\$ 4,000	\$ 193,800	\$ 5,000	\$ 750	\$ 526,953
Total Projected Expenses		\$ 258,236	\$ 136,499	\$ 150,271	\$ 121,347	\$ 502,393	\$ 157,549	\$ 9,264	\$	1,335,561
Revenues - New Funding		\$ 297,161	\$ 153,500	\$ 70,000	\$ 128,500	\$ 386,000	\$ 117,500	\$ 21,000	\$	1,173,661
Cash Match			\$ (17,001)	\$ 48,101	\$ (7,153)	\$ 116,393	\$ 40,049	\$ (11,736)	\$	168,653
Revenues - FY 2026 Carryover		\$ -	\$ -	\$ 32,170	\$	\$ -	\$	\$ -	\$	32,170
Total Available Funding		\$ 297,161	\$ 136,499	\$ 150,271	\$ 121,347	\$ 502,393	\$ 157,549	\$ 9,264	\$	1,374,484
Total Revenue Over (Under) Expenditures		\$ 38,925	\$ 0	\$ 0	\$ (0)	\$ (0)	\$ (0)	\$ (0)	\$	38,925

*Local match can be offset by cash or inkind for meetings and travel expenses which are unknown until meeting times. ADOT requires a match of approximately **\$156,442** EDA requires a cash match of \$46,666.

FY27 Operating Expenses- Shared

<u>TOTAL</u>	CAG MEMBERSHIP DUES/RTAC	COMMUNITY DEVELOPMENT BLOCK GRANT	ECONOMIC DEVELOPMENT	PLANNING SERVICES	TRANSPORTATION	MOBILITY MANAGEMENT	WATER QUALITY PLANNING	FY 27 TOTAL
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Rent - Utilities

**Includes rent, utilities, phone services, teleconferencing for meetings.*

Rent	\$ 66,749	\$ -	\$ 10,959	\$ 6,605	\$ 10,259	\$ 22,765	\$ 15,458	\$ 703	\$ 66,749
Utilities	\$ 18,497	\$ -	\$ 3,037	\$ 1,830	\$ 2,842	\$ 6,309	\$ 4,284	\$ 195	\$ 18,497
Rent - Utilities	\$ 85,246	\$ -	\$ 13,996	\$ 8,435	\$ 13,101	\$ 29,074	\$ 19,742	\$ 898	\$ 85,246

Contractual Services

**Includes Paychex Services, IT services and insurances (All Risk, General Liability, Property)*

Accounting	\$ 2,626	\$ -	\$ 431	\$ 260	\$ 403	\$ 896	\$ 608	\$ 28	\$ 2,626
IT Services	\$ 15,600	\$ -	\$ 2,562	\$ 1,544	\$ 2,397	\$ 5,320	\$ 3,613	\$ 164	\$ 15,600
Insurance-Gen'l Liability, Crime Bond	\$ 8,000	\$ -	\$ 1,314	\$ 792	\$ 1,229	\$ 2,728	\$ 1,853	\$ 84	\$ 8,000
TOTAL	\$ 26,226	\$ -	\$ 4,307	\$ 2,596	\$ 4,029	\$ 8,944	\$ 6,074	\$ 276	\$ 26,226

Office Supplies

**Includes general office supplies and postage*

Office Supplies	\$ 13,000	\$ -	\$ 2,135	\$ 1,286	\$ 1,997	\$ 4,434	\$ 3,011	\$ 137	\$ 13,000
TOTAL	\$ 13,000	\$ -	\$ 2,135	\$ 1,286	\$ 1,997	\$ 4,434	\$ 3,011	\$ 137	\$ 13,000

Equipment Leases - Maintenance/Supplies - Software

**Includes leases, maintenance, copies, supplies for copiers, printers and computer software packages.*

Copiers/Printers	\$ 13,036	\$ -	\$ 2,141	\$ 1,290	\$ 2,003	\$ 4,446	\$ 3,019	\$ 137	\$ 13,036
Software	\$ 12,500	\$ -	\$ 2,053	\$ 1,237	\$ 1,920	\$ 4,263	\$ 2,895	\$ 132	\$ 12,500
TOTAL	\$ 25,536	\$ -	\$ 4,194	\$ 2,527	\$ 3,923	\$ 8,709	\$ 5,914	\$ 269	\$ 25,536

FY27 Operating Expenses: Direct

[illegible]

Contractual Services

**Includes RTAC dues, legal services and specific project consultant fees*

Consultant/Contractual Services	\$	299,345	\$	63,345	\$	-	\$	56,000	\$	-	\$	180,000	\$	-	\$	-	\$	299,345
Legal Services	\$	7,500	\$	1,000	\$	-	\$	-	\$	-	\$	6,000	\$	500	\$	-	\$	7,500
TOTAL	\$	306,845	\$	64,345	\$	-	\$	56,000	\$	-	\$	186,000	\$	500	\$	-	\$	306,845

Travel - Employee Trainings - Conferences - Meeting Expenses

**Includes travel, per diem expenses, employee training, conferences and memberships/dues to professional organizations.*

Travel/Per Diem	\$	5,700	\$	2,800	\$	1,767	\$	4,000	*SEE MEMBER DUES	\$	500							
Training/Conferences/Memberships & Dues	\$	2,000	\$	2,200	\$	1,400	\$	5,800	\$3,500									
TOTAL	\$	29,667	\$	7,700	\$	5,000	\$	3,167	\$	4,000	\$	5,800	\$	3,500	\$	500	\$	29,667

Printing - Advertising

**Includes specialized printing (business cards and advertising of job positions and public notifications).*

Printing/Advertising	\$	4,750	\$	500	\$	500	\$	500	\$	2,000	\$	1,000	\$	250	\$	4,750		
TOTAL	\$	4,750	\$	500	\$	500	\$	500	\$	-	\$	2,000	\$	1,000	\$	250	\$	4,750

Meeting Supplies

**Includes meals, drinks & other supplies for meetings*

[illegible]

FY 27 Salaries and Employee Related Expenses

RATES	
FICA	7.65%
Unemployment Insurance	5.40%
(on first \$7,000)	
Retirement/LTD	11.98%
Worker's Comp	
Clerical / Office	0.22%
Outside / Sales	0.44%
Medical/Dental/Vision/Life/AD&D	\$975.60 per month/per employee (employee only)
Medical	10356.01 6 months @ 2026 rate and 6 months @ 2026 rate with a 10% increase.
Vision	82.29 6 months @ 2026 rate and 6 months @ 2026 rate with a 5% increase.
Life/STD	774.90 6 months @ 2026 rate and 6 months @ 2026 rate with a 5% increase.
Dental	493.97 6 months @ 2026 rate and 6 months @ 2026 rate with a 5% increase.

	**2080				w/3% COLA				Retirement/		Dental/	Dependent	Rounded
Position	Hours	% FT	Hourly Rate	Salary	@ 1530 hrs	Salary Cost	FICA	UI	LTD	Workers Comp	Vision/Life/ST	Coverage	Total
Executive Director	2,080	100.00%	\$ 65.81	\$ 136,884.80	\$ 3,020.68	145,905	\$ 11,162	\$ 432	\$ 17,479	\$ 643	\$ 11,707	\$ -	\$ 41,423
Transportation Planning/WQ Director	2,080	100.00%	\$ 40.31	\$ 83,844.80	\$ 1,850.23	85,695	\$ 6,556	\$ 432	\$ 10,266	\$ 378	\$ 11,707	\$ -	\$ 29,339
Admin/Special Projects Coordinator	2,080	100.00%	\$ 31.83	\$ 66,206.40	\$ 1,461.00	67,667	\$ 5,177	\$ 432	\$ 8,107	\$ 298	\$ 11,707		\$ 25,721
Finance Director	2,080	75.00%	\$ 39.79	\$ 62,072.40	\$ 1,369.77	63,442	\$ 4,853	\$ 432	\$ 7,600	\$ 140	\$ 11,707	\$ -	\$ 24,732
Administrative Coordinator	2,080	100.00%	\$ 27.88	\$ 58,000.00	\$ 1,279.69	59,280	\$ 4,535	\$ 432	\$ 7,102	\$ 261	\$ 11,707	\$ 18,502	\$ 42,539
Mobility Management Coordinator	2,080	100.00%	\$ 28.06	\$ 58,364.80	\$ 1,287.95	59,653	\$ 4,563	\$ 432	\$ 7,146	\$ 263	\$ 697	\$ 103	\$ 13,204
						0	\$ -	\$ -	\$ -	\$ -			\$ -
Staff Positions-6 F/T	FTE	5.75		\$ 465,373.20		\$ 481,642	\$ 36,846	\$ 2,592	\$ 57,700	\$ 1,983	\$ 59,232	\$ 18,605	\$ 176,958

* All positions and benefits are based on funding levels and availability. Benefits calculated above are projected using historical data and trends. Employer contributions to these benefits are also based on funding levels and availability.

FY 27 Salary Costs - Allocated as % of Budget

	<u>FTE % Salary</u>	CAG MEMBERSHIP DUES/RTAC	COMMUNITY DEVELOPMENT BLOCK GRANT	ECONOMIC DEVELOPMENT ADMINISTRATION	PLANNING SERVICES	TRANSPORTATION	MOBILITY MANAGEMENT	WATER QUALITY PLANNING	<u>GRAND TOTAL</u>
Executive Director	100% \$145,905	0% \$0	15% \$21,886	22% \$32,099	3% \$4,376	50% \$72,953	10% \$14,591	0% \$0	100% \$145,905
Transportation Planning/WQ Director	100% \$85,695	0% \$0	0% \$0	0% \$0	0% \$0	95% \$81,410	0% \$0	5% \$4,285	100% \$85,695
Admin/Special Projects Coordinator	95% \$67,667	0% \$0	53% \$35,864	25% \$16,917	0% \$0	17% \$11,503	0% \$0	0% \$0	95% \$64,284
Finance Director	0% \$63,442	0% \$0	0% \$0	0% \$0	0% \$0	0% \$0	0% \$0	0% \$0	0% \$0
Administrative Coordinator	80% \$59,280		10% \$5,928	0% \$0	70% \$41,496	0% \$0	0% \$0		80% \$47,424
Mobility Management Coordinator	100% \$59,653	0% \$0	0% \$0	0% \$0	0% \$0	0% \$0	100.0% \$59,653	0% \$0	100% \$59,653
TOTAL DIRECT SALARY COST TO GRANT		\$0	\$63,678	\$49,016	\$45,872	\$165,866	\$74,244	\$4,285	\$402,961

DIRECT FTE:	0.00	0.78	0.47	0.73	1.62	1.10	0.05	4.75
ADMIN SPREAD:	0.00%	16.42%	9.89%	15.37%	34.11%	23.16%	1.05%	100%

ADMIN STAFF:	ADMIN %								
Finance Director	100	0.00%	16.42%	9.89%	15.37%	34.11%	23.16%	1.05%	100%
	\$63,442	\$0	\$10,418	\$6,277	\$9,750	\$21,637	\$14,692	\$668	\$63,442
Admin/Special Projects Coordinator	5	0.00%	0.82%	0.49%	0.77%	1.71%	1.16%	0.05%	5%
	\$67,667	\$0	\$556	\$335	\$518	\$1,154	\$784	\$36	\$3,383
Administrative Coordinator	20	0.00%	3.28%	1.98%	3.07%	6.82%	4.63%	0.20%	20%
	\$59,280	\$0	\$1,947	\$1,173	\$1,828	\$4,043	\$2,746	\$119	\$11,856
TOTAL ADMIN SALARY COST TO GRANT		\$0.00	\$12,921	\$7,785	\$12,096	\$26,834	\$18,222	\$823	\$78,681
TOTAL SALARIES:		\$0.00	\$76,599	\$56,801	\$57,968	\$192,700	\$92,466	\$5,108	\$481,642

FY 27 Fringe Costs - Allocated as % of Budget

	<u>FTE % Fringe</u>	CAG MEMBERSHIP DUES/RTAC	COMMUNITY DEVELOPMENT BLOCK GRANT	ECONOMIC DEVELOPMENT ADMINISTRATION	PLANNING SERVICES	TRANSPORTATION	MOBILITY MANAGEMENT	WATER QUALITY PLANNING	<u>GRAND TOTAL</u>
Executive Director	100% \$41,423	0% \$0	15% \$6,213	22% \$9,113	3% \$1,243	50% \$20,712	10% \$4,142	0% \$0	100% \$41,423
Transportation Planning/WQ Director	100% \$29,339	0% \$0	0% \$0	0% \$0	0% \$0	95% \$27,872	0% \$0	5% \$1,467	100% \$29,339
Admin/Special Projects Coordinator	95% \$25,721	0% \$0	53% \$13,632	25% \$6,430	0% \$0	17% \$4,373	0% \$0	0% \$0	95% \$24,435
Finance Director	0% \$24,732	0% \$0	0% \$0	0% \$0	0% \$0	0% \$0	0% \$0	0% \$0	0% \$0
Administrative Coordinator	80% \$42,539	0% \$0	10% \$4,254	0% \$0	70% \$29,777	0% \$0	0% \$0	0% \$0	80% \$34,031
Mobility Management Coordinator	100% \$13,204	0% \$0	0% \$0	0% \$0	0% \$0	0% \$0	100% \$13,204	0% \$0	100% \$13,204
TOTAL DIRECT FRINGE COST TO GRANT		\$0	\$24,099	\$15,543	\$31,020	\$52,957	\$17,346	\$1,467	\$142,432

DIRECT FTE:	0.00	0.78	0.47	0.73	1.62	1.10	0.05	4.75
ADMIN SPREAD:	0.00%	16.42%	9.89%	15.37%	34.11%	23.16%	1.05%	100.00%

ADMIN STAFF:	ADMIN %								
Finance Director	100% \$24,732	0% \$0	16% \$4,061	10% \$2,447	15% \$3,801	34% \$8,435	23% \$5,728	1.05% \$260	100% \$24,732
Admin/Special Projects Coordinator	5% \$25,721	0.00% \$0	0.82% \$211	0.49% \$127	0.77% \$197	1.71% \$439	1.16% \$298	0.05% \$14	5% \$1,286
Administrative Coordinator	20% \$42,539	0.00% \$0	3.28% \$1,397	1.98% \$842	3.07% \$1,312	6.82% \$2,902	4.63% \$1,970	0.20% \$85	20% \$8,508
TOTAL ADMIN FRINGE COST TO GRANT		\$0.00	\$5,669	\$3,416	\$5,310	\$11,776	\$7,996	\$359	\$34,526
TOTAL FRINGES		\$0.00	\$29,768	\$18,959	\$36,330	\$64,733	\$25,342	\$1,826	\$176,958



☐	Information Only
☒	Motion to Approve

Date: September 16, 2026

To: Management Committee

From: Andrea Robles, Executive Director

Subject: Approval of the Town of San Tan Valley as a new CAG Member

Recommended Motion

Move to approve the Town of San Tan Valley as a new CAG Member.

Staff Summary

On August 5, 2025, residents of San Tan Valley voted to incorporate as a municipality. On August 18, 2025, the Pinal County Board of Supervisors certified the election results, officially confirming San Tan Valley's incorporation as a town.. On August 5, 2026, the San Tan Valley Town Council adopted a resolution seeking admittance to and participation as a member of CAG.

As outlined in CAG's bylaws, eligible units of government are eligible for membership with approval by the CAG Regional Council.

MEMBERSHIP

1. Eligible governmental units (EGUs) within the area embraced by the CAG may become members by the passage of an ordinance, minute order resolution or other appropriate and legal action by the governing body of the governmental unit desiring membership and adopting the agreement creating the CAG and their By-Laws.

Attachment(s)

San Tan Valley Resolution 2026-46_CAG Membership

RESOLUTION NO. 2026-46

A RESOLUTION OF THE MAYOR AND TOWN COUNCIL OF THE TOWN OF SAN TAN VALLEY RELATING TO THE CENTRAL ARIZONA ASSOCIATION OF GOVERNMENTS; STATING THE PURPOSE OF THE JOINT CENTRAL ORGANIZATION OF GOVERNMENTS AND SETTING FORTH THE DECISION THAT JOINING WITH THIS REGIONAL ORGANIZATION IS IN THE BEST INTEREST OF THE TOWN OF SAN TAN VALLEY AND ITS CITIZENS.

WHEREAS, the county, city, and town governments of Pinal and Gila Counties have joined together in the Central Arizona Association of Governments to provide a forum for the discussion and study of the area-wide issues/challenges of mutual interest and concern to the aforesaid local governments and to facilitate the development of policy and recommendation of an advisory nature for the solution of such problems; and

WHEREAS, the cities and towns of Pinal and Gila counties have joint and interrelated problems which require mutual action in order to ensure the orderly growth and development of this two county area; and

WHEREAS, the underlying concept of the Central Arizona Association of Governments is that counties, cities and towns would exercise basic initiative and leadership, and have primary responsibility for solving local problems and needs requiring action on an area-wide or regional basis; and

WHEREAS, it is the decision of the Town of San Tan Valley that it will be to its benefit and to the benefit of its citizens as a whole to become a member of the said Association for the purposes heretofore stated.

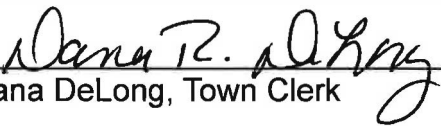
NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND COUNCIL OF THE TOWN OF SAN TAN VALLEY, ARIZONA, as follows:

Section 1. That the purpose of the resolution shall be to provide for the participation by the Town of San Tan Valley as a member of the Central Arizona Association of Governments jointly with Pinal, Gila and other city or town governments which have become parties thereto in accordance with the Bylaws of said Association.

PASSED AND ADOPTED by the Mayor and Common Council of the Town of San Tan Valley, Arizona, this 5th day of August, 2026.


Daren Schnepf, Mayor

ATTEST:

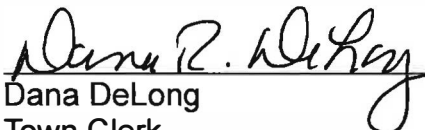

Dana DeLong, Town Clerk

APPROVED AS TO FORM:


Allen Quist, Town Attorney
Pierce Coleman, PLLC

CERTIFICATION

I HEREBY CERTIFY that the foregoing Resolution No. 2026-46 was duly passed and adopted by the Town Council of the Town of San Tan Valley, Arizona, at a meeting held on the 5th day of August, 2026, and that a quorum was present at the meeting.


Dana DeLong
Town Clerk



☐	Information Only
☒	Motion to Approve

Date: September 16, 2026

To: Management Committee

From: Andrea Robles, Executive Director

Subject: Waive Membership Dues and RTAC Assessment Fees for the Town of San Tan Valley for the remainder of FY 27.

Recommended Motion

Move to approve the waiver of Membership Dues and RTAC Assessment Fees for the Town of San Tan Valley for the remainder of FY 27.

Staff Summary

Staff recommends waiving Membership Dues and RTAC Assessment Fees for the rest of FY 27. Under the current assessment structure, the FY 27 CAG Budget will fully cover all expenses and fees. This recommendation stems from discussions during the January 2026 Regional Council meeting regarding FY 27 dues approval. Additionally, staff recommends forming a working group to review the dues and RTAC assessment formula for FY 28.



☐	Information Only
☒	Motion to Approve

Date: September 16, 2026

To: Andrea Robles / Management Committee

From: Steve Abraham, Transportation & Water Quality Planning Director

Subject: CAG FY2026 – FY2030 Transportation Improvement Program (TIP)

Recommended Motion

Recommend approval to CAG Regional Council the following FY2026 – FY2030 TIP Amendments as presented by CAG Staff.

Summary Discussion

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.

CAG Staff has prepared a detailed presentation in regards to the formal amendments presented above and will go into greater detail at the next management committee meeting.

Administrative Amendments:

Amend:

- 1. TNF 25-01D** Natnl Parks Serv., "Design" **Trailhead South of Pine on SR87, in Tonto National Forest** - (FY 26), SR 87 2300' South of Pine, Transportation Alternatives Program in the amount of \$99,015.00 (TA-STBGP) with a local match of \$5,985.00 for a grand total of \$105,000.00
- 2. PAY26-01D PAYSON** SCOPING/DESIGN W. FOREST DR - (Improvements Phase 1) MCLANE RD SR 87 \$247,066.00 (STBGP) with a local match of \$44,934.00 for a grand total of \$292,000.00.
 - a. After consultation with ADOT and Town staff the local match was adjusted to reflect updated project costs and the addition of a scoping phase to the project as part of project initiation.
- 3. TRAN 24-10 SAN CARLOS ADMINISTRATION** NNEE BICH'ONII TRANSIT - (YR 1 ADMINISTRATION) ADMINISTRATION \$176,000.00 (5311) with a local match of \$44,000.00 for a grand total of \$220,000.00.

4. **TRAN 24-11 SAN CARLOS OPERATIONS** NNEE BICH'ONII TRANSIT - (YR 1 OPERATIONS) OPERATIONS \$580,000.00 (5311) with a local match of \$420,000.00 for a grand total of \$1,000,000.00.
5. **TRAN 24-12 SAN CARLOS MAINTENANCE** NNEE BICH'O NII TRANSIT - (YR 1 PREVENTATIVE MAINTENANCE) PREVENTATIVE MAINTENANCE \$60,000.00 (5311) with a local match of \$15,000.00 for a grand total of \$75,000.00.
6. **TRAN 24-13 SAN CARLOS INTERCITY** NNEE BICH'O NII TRANSIT - (YR 1 INTERCITY) INTERCITY \$316,100.00 (5311) with a local match of \$228,900.00 for a grand total of \$545,000.00.
7. **GLB 25-01C T054301D GLOBE Construction** GLOBE BROAD STREET SIDEWALK REPLACEMENT - (FY27) "(ASH ST) - MESQUITE ST" "(ASH ST) - COTTONWOOD ST" –"HILL St." TA – STBG \$2,207,143.00 with a local match of \$133,412.00 for a grand total of \$2,340,555.00.

Add:

1. **GIL 24-03D GILA COUNTY "PLANNING/DESIGN" RUSSELL ROAD RECONSTRUCTION -1.0 MILE S. OF EAGLE RIDGE-3.0 MILE S. OF EAGLE RIDGE R. MINOR COLLECTOR SMART (State Funds) \$1,041,199.00**
 - a. CAG staff learned that the project is still active and erroneously removed from the TIP. It is being re-added as a scrivener's error.
2. **TRAN 26-02 CAG Mobility Manager Coordinator YR 1** \$117,500.00 (5310) with a local match of \$29,375.00 for a grand total of \$146,875.00.
3. **TRAN 26-03 MIAMI OPERATIONS** COPPER MOUNTAIN TRANSIT - (YR 1 OPERATIONS) OPERATIONS \$240,000.00 (5311) with a local match of \$173,793.10 for a grand total of \$413,793.10.
4. **TRAN 26-04 MIAMI MAINTENANCE** COPPER MOUNTAIN TRANSIT - (YR 1 PREVENTATIVE MAINTENANCE) PREVENTATIVE MAINTENANCE \$26,400.00 (5311) with a local match of \$6,600.00 for a grand total of \$33,000.00.
5. **TRAN 26-05 MIAMI ADMINISTRATION** COPPER MOUNTAIN TRANSIT - (YR 1 ADMINISTRATION) ADMINISTRATION \$125,000.00 (5311) with a local match of \$31,250.00 for a grand total of \$156,250.00.
6. **TRAN 26-06 MIAMI CAPITAL** COPPER MOUNTAIN TRANSIT - Capital Transit Bldg. Repair & Impr.) Capital \$16,000.00 (5311) with a local match of \$4,000.00 for a grand total of \$20,000.00.
7. **TRAN 26-07 MIAMI Vehicle** COPPER MOUNTAIN TRANSIT - (Replace Bus Cameras & Install) VEHICLE \$5,683.00 (5311) with a local match of \$1,420.75 for a grand total of \$7,103.75.

8. **TRAN 26-08 MIAMI Vehicle** COPPER MOUNTAIN TRANSIT - (Replace Van Cameras and Install) VEHICLE \$4,757.00 (5311) with a local match of \$1,189.25 for a grand total of \$5,946.25.
9. **TRAN 26-09 SAN CARLOS ADMINISTRATION** NNEE BICH'ONII TRANSIT - (YR 1 ADMINISTRATION) \$185,000.00 (5311) with a local match of \$46,250.00 for a grand total of \$231,250.00.
10. **TRAN 26-10 SAN CARLOS OPERATIONS** NNEE BICH'ONII TRANSIT - (YR 1 OPERATIONS) OPERATIONS \$396,443.00 (5311) with a local match of \$287,079.41 for a grand total of \$683,522.41.
11. **TRAN 26-11 SAN CARLOS MAINTENANCE** NNEE BICH'O NII TRANSIT - (YR 1 PREVENTATIVE MAINTENANCE) PREVENTATIVE MAINTENANCE \$60,000.00 (5311) with a local match of \$15,000.00 for a grand total of \$75,000.00.
12. **TRAN 26-12 SAN CARLOS INTERCITY** NNEE BICH'O NII TRANSIT - (YR 1 INTERCITY) 5311 INTERCITY \$32,757.00 (5311) for a local match \$23,720.59 for a grand total of \$56,477.59.
13. **TNF 27-01D** Natnl Parks Serv. Design/Scoping Multi-Use Tunnels on SR 87 North and South of Pine SR 87 MP 266.2 & 270.2 TA - STBG \$169,740.00 with a local match of \$10,260.00 for a grand total of \$180,000.00.
14. **PAY26-01D PAYSON SCOPING/DESIGN W. FOREST DR - (Improvements Phase 1)** MCLANE RD SR 87 \$247,066.00 (STBGP) with a local match of \$44,934.00 for a grand total of \$292,000.00.
 - a. After consultation with ADOT and Town staff the local match was adjusted to reflect updated project costs and the addition of a scoping phase to the project as part of project initiation.
15. **PAY 27-01D** Payson Design Two Trailheads near SR 260 (Granite Dells Rd. .5 miles East of Sutton Rd.) TA – STBG \$28,290.00 with a local match of \$1,710.00 for a grand total of \$30,000.00
16. **PAY 27-01C** Payson Construction Two Trailheads near SR 260 (Granite Dells Rd. .5 miles Est of Sutton Rd.) TA - STBG \$2,751,316.00 with a local match of \$166,304.00 for a grand total of \$2,917,620.00
8. **TRAN 24-10 SAN CARLOS ADMINISTRATION** NNEE BICH'ONII TRANSIT - (YR 1 ADMINISTRATION) ADMINISTRATION \$176,000.00 (5311) with a local match of \$44,000.00 for a grand total of \$220,000.00.
9. **TRAN 24-11 SAN CARLOS OPERATIONS** NNEE BICH'ONII TRANSIT - (YR 1 OPERATIONS) OPERATIONS \$580,000.00 (5311) with a local match of \$420,000.00 for a grand total of \$1,000,000.00.
10. **TRAN 24-12 SAN CARLOS MAINTENANCE** NNEE BICH'O NII TRANSIT - (YR 1 PREVENTATIVE MAINTENANCE) PREVENTATIVE MAINTENANCE \$60,000.00 (5311) with a local match of \$15,000.00 for a grand total of \$75,000.00.

11. **TRAN 24-13 SAN CARLOS INTERCITY** NNEE BICH'O NII TRANSIT - (YR 1 INTERCITY) INTERCITY \$316,100.00 (5311) with a local match of \$228,900.00 for a grand total of \$545,000.00.

Formal Amendments:

ADD:

1. **ADOT Project Credit (HSIP to STBGP Conv.) SH61601D (Globe Pvt. Mrk.) \$32,553.38 (HSIP) FY 26, Loan out to FY27**
 - a. Convert all funds from HSIP to STBGP, then Loan all funds to the FY 27 Ledger (unallocated). CAG Staff will allocate the funds to a specific project later.
2. **CAG 27-04P City of Globe and Town of Kearny Pavement Assessment Study (CAG) STBGP \$140,000.00 with a local match of \$8,462.35 for a grand total of \$148,462.35**
 - a. This amendment is a merger of two projects that were planned as part of the 5 Year TIP Planning process, CAG will be sponsoring the project.

Amend:

3. **SCA 28-01D SAN CARLOS DESIGN BIA 170 - (New Sidewalk) STBGP \$180,000.00 with a local match of \$0.00 for a grand total of \$180,000.00.**
 - a. CAG staff recently received updated cost estimates for the project. Cag staff is requesting to program the additional funds out of the 2027 ledger.
4. **SCA 28-01C SAN CARLOS Construction BIA 170 - (New Sidewalk) STBGP \$362,400.00 with a local match of \$0.00 for a grand total of \$362,400.00.**
 - a. CAG staff recently received updated cost estimates for the project. CAG staff is requesting to program additional funds to cover the cost increases.
 - i. CAG Staff recently learned that there is an anticipated project credit from a previously allocated project that will be added to CAG's ledger in the amount of approximately \$191,689.00. This will cover the cost increases and leave a surplus in FY 2029.
5. **PAY 26-02D PAYSON DESIGN PAYSON WILDFIRE EVACUATION ROUTE (FY 26), SR 87 to 1,250 FT SOUTH OF MAIN STREET "CONGRESSIONAL APPROPRIATION" of \$300,000.00 with a local match of \$18,134.00 for a grand total of \$318,134.00.**
 - a. After consultation with ADOT and Town staff the local match was adjusted to reflect updated project costs and design phase initiation.
6. **PAY26-01D PAYSON SCOPING/DESIGN W. FOREST DR - (Improvements Phase 1) N. MCLANE RD to SR 87 \$247,066.00 STBGP, with a local match of \$72,455.40 for a grand total of \$319,521.40**
 - a. After consultation with ADOT and Town staff, a project scope change was suggested based on the availability of funds. This will provide the Town with full scoping documents and 30% design plans.
7. **GLB 25-01C T054301D GLOBE Construction GLOBE BROAD STREET SIDEWALK REPLACEMENT - (FY27) "(ASH ST) - MESQUITE ST" "(ASH ST) - COTTONWOOD ST" –"HILL St." TA – STBG \$2,207,143.00 with a local match of \$133,412.00 for a grand total of \$2,340,555.00.**

Financial/Loan Activity:

1. Reduce FY 2030 Loan to FY 2027 from \$54,419.00 to \$22,856.62
2. Reflect additional \$1,272.29 As an O/A credit carry over, not specifically allocated.
3. Reduce FY 30 loan from 22,856.62 to 21,764.33. (this loan was planned as part of the 5 year TIP Planning Process)

Remove:

1. PAY 21-01C PAYSON CONSTRUCTION GRANITE DELLS RD - (GEOMETRIC CORRECTIONS, PAVEMENT LIFT & MARKINGS, BICYCLE LANES), HWY 260 MUD SPRINGS RD 0.50
"MAJOR COLLECTOR/ MINOR ARTERIAL" HURF \$- \$375,444.00 \$41,716.00,
\$417,160.00
 - a. CAG Staff has learned that this project is complete and has been closed out.

Fiscal Impacts

None

Attachment(s)

TIP FY26-30



TRANSPORTATION IMPROVEMENT PROGRAM - (TIP)

Last Approved by Regional Council on January 28, 2026

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 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 23-01C	PAYSON	CONSTRUCTION	GRANITE BELLS 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 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)
				ADOT Project Credit (T008703D)							STBGP	\$ 3,409.07					\$ 3,409.07
				LOAN IN (Transfer)- (ADOT to CAG) - (From FY24) (T007901R)							STBGP	\$ 42,435.00					\$ 42,435.00
				REPAYMENT OUT - (CAG to ADOT) - (Forest Drive) - (to FY 26)							STBGP	\$ 91,676.67					\$ (91,676.67)
				REPAYMENT OUT (Transfer) - (CAG to ADOT) - (To FY26)							STBGP	\$ 42,435.00					\$ (42,435.00)
CAG25-01P	CAG	N/A	Gila County IPTA Transitional Funds	N/A							STBGP	\$ 75,000.00			\$ 4,533.40	\$ 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	\$6,833.05	\$1,354,098.41	\$ 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)
				LOAN IN - (ADOT to CAG) - (Forest Drive) - (FROM FY 25)							STBGP	\$ 91,676.67					\$ 91,676.67
				LOAN IN - (ADOT to CAG) - (From FY25)							STBGP	\$ 42,435.00					\$ 42,435.00
				ADOT Project Credit (HSIP to STBGP Conv.) SH61601D (Globe Pvt. Mrk.)							STBGP	\$ 32,553.38					\$ 32,553.38
				LOAN OUT - (CAG to ADOT) - (TO FY27 BIA 170 (New Sidewalk Design)								\$ (122,590.00)					\$ (122,590.00)
				REPAYMENT OUT - (CAG to ADOT) - (TO FY28 Forest Drive Const.)							STBGP	\$ (22,677.87)					\$ (22,677.87)
				LOAN OUT - (CAG to ADOT) - (TO FY27)(Project Credit SH61601D)								\$ (32,553.38)					\$ (32,553.38)
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			\$ 122,590.00	\$ -
PAY26-01D	PAYSON	SCOPING/DESIGN	W. FOREST DR - (improvements Phase 1)	N. MCLANE RD	SR 87	0.41	2	2	MAJOR COLLECTOR	STBGP	\$ 247,066.00			\$ -	\$ 44,934.00	\$ 292,000.00	# \$ (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)
CAG 26-03P			CAG/ADOT FY26-FY27 WORK PROGRAM SUPPLEMENT	N/A	N/A	N/A	N/A	N/A	N/A		STBGP	\$ 14,000.00			\$ 846.24	\$ 14,846.24	\$ (14,000.00)
												\$368,499.80	\$0.00	\$0.00	\$45,538.45	\$425,194.45	\$ -

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 2027																	
				FY 2027 APPORTIONMENT							STBGP						\$ 532,496.00
				FY 2027 OBLIGATION AUTHORITY AMOUNT - ESTIMATE							STBGP						\$ (33,352.00)
				FY 2026 OBLIGATION AUTHORITY AMOUNT - Credit/Carryover							STBGP	\$ 3,272.29					\$ 3,272.29
				LOAN IN - (ADOT to CAG) - (TO FY27)(Project Credit SH61601D)								\$ 32,553.38					\$ 32,553.38
				LOAN IN - (ADOT TO CAG to ADOT) - (From FY30)							STBGP	\$ 21,764.33					\$ 21,764.33
				LOAN IN - (ADOT to CAG) - (from FY26 BIA 170 (New Sidewalk Design)								\$ 122,590.00					\$ 122,590.00
				Gila County Transportation Plan							STBGP	\$ 329,144.00			\$ 19,895.24	\$ 349,039.24	\$ (329,144.00)
CAG 27-04P				City of Globe and Town of Kearny Pavement Assessment Study (CAG)							STBGP	\$ 140,000.00			\$ 8,462.35	\$ 148,462.35	\$ (140,000.00)
				Town of Kearny Pavement Assesment Study							STBGP	\$ 70,000.00			\$ 4,231.18	\$ 74,231.18	\$ -
CAG 27-03P				CAG/ADOT FY27-FY28 WORK PROGRAM SUPPLEMENT	N/A	N/A	N/A	N/A	N/A	N/A	STBGP	\$ 20,000.00			\$ 1,208.91	\$ 21,208.91	\$ (20,000.00)
SCA 28-01D	SAN CARLOS	DESIGN		BIA 170 - (New Sidewalk)	N/A	N/A	0.35	1	1	MAJOR COLLECTOR	STBGP	\$ 180,000.00	N/A	N/A		\$ 180,000.00	\$ (180,000.00)
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)
												\$893,498.33	\$0.00	\$0.00	\$604.45	\$10,604.45	\$ -
FY 2028																	
				FY 2028 APPORTIONMENT							STBGP						\$ 532,496.00
				FY 2028 OBLIGATION AUTHORITY AMOUNT - ESTIMATE							STBGP						\$ (33,352.00)
				LOAN IN - (ADOT TO CAG to ADOT) - (From FY29) - (NOT YET PROCESSED)							STBGP	\$ 214,913.36					\$ 214,913.36
				LOAN IN - (ADOT TO CAG to ADOT) - (From FY26)							STBGP	\$ 22,677.87					\$ 22,677.87
				LOAN IN - (ADOT TO CAG to ADOT) - (From FY30) - (NOT YET PROCESSED)							STBGP	\$ 433,725.00					\$ 433,725.00
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 - (West Forest Drive Improvements)	N. MCLANE RD	SR 87	0.41	2	2	MAJOR COLLECTOR	STBGP	\$ 1,012,956.00			\$ 343,221.00	\$ 1,356,177.00	\$ (1,012,956.00)
				W. Forest Drive Supplemental Funds							STBGP	\$ 22,677.87					\$ (22,677.87)
												\$1,022,956.00	\$0.00	\$0.00	\$343,825.45	\$1,366,781.45	\$ 24,826.36
FY 2029																	
				FY 2029 APPORTIONMENT							STBGP						\$ 532,496.00 #
				FY 2029 OBLIGATION AUTHORITY AMOUNT - ESTIMATE							STBGP						\$ (33,352.00) #
				REPAYMENT OUT - (CAG to ADOT) - (TO FY28) - (NOT YET PROCESSED)							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	\$ 362,400.00	N/A	N/A	\$ -	\$ 362,400.00	\$ (362,400.00) #
				Project Credit T031301C (Whit. Mtn and Airport Rd.)							STBGP	\$ 191,689.97					\$ 191,689.97
												\$372,400.00	\$0.00	\$0.00	\$604.45	\$373,004.45	\$ 103,520.61 #
FY 2030																	
				FY 2030 APPORTIONMENT							STBGP						\$ 532,496.00 #
				FY 2030 OBLIGATION AUTHORITY AMOUNT - ESTIMATE							STBGP						\$ (33,352.00) #
				REPAYMENT OUT - (ADOT TO CAG to ADOT) - (To FY27)							STBGP	\$ 21,764.33					\$ (21,764.33)
				REPAYMENT OUT - (CAG to ADOT) - (TO FY28) - (NOT YET PROCESSED)							STBGP	\$ 433,725.00					\$ (433,725.00)
CAG 30-02P	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) #
												\$455,489.33	\$0.00	\$0.00	\$604.45	\$10,604.45	\$ 33,654.67 #
HIGHWAY SAFETY IMPROVEMENT PROJECTS																	
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)	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)	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	
												\$2,498,571.00	\$0.00	\$0.00	\$18,722.00	\$2,517,293.00	\$ -

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
TRANSPORTATION ALTERNATIVES PROGRAM																	
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) - ASH 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 25-02C		SUPERIOR	CONSTRUCTION	PANTHER DR SIDEWALK CONNECTION - (FY26)	US 60	SUNSET AVE	1.14	N/A	N/A		TA - STBG	\$ 1,883,508.00	N/A	N/A	\$ 113,849.00	\$ 1,997,357.00	
TNF 25-01D		Natnl Parks Serv.	Design	Trailhead South of Pine on SR87, in Tonto National Forest - (FY 26)	SR 87 2300' South of Pine	N/A	N/A	N/A	N/A		TA - STBG	\$ 99,015.00			\$ 5,985.00	\$ 105,000.00	
GLB 25-01C	T054301D	GLOBE	Construction	GLOBE BROAD STREET SIDEWALK REPLACEMENT - (FY26)	(ASH ST) - MESQUITE ST (HILL ST) - MESQUITE ST (MESQUITE ST) - ASH ST (COTTONWOOD ST) - ASH 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	\$ 2,207,143.00	N/A	N/A	\$ 133,412.00	\$ 2,340,555.00	
GIL 26-03D		GILA COUNTY	Design/Scoping	Fossil Creek Sidewalk Improvements	AZ 87/260	Rimwood St.	0.70	N/A	N/A		TA - STBG	\$ 290,303.00			\$ 17,547.00	\$ 307,850.00	
PAY 26-02D		Payson	Design/Scoping	GRANITE DELLS RD - (Mixed Use Path and Roadway Widening)	Mud Springs Rd.	Terminus	3.30	N/A	N/A		TA - STBG	\$ 179,170.00	N/A	N/A	\$ 10,830.00	\$ 190,000.00	
TNF 27-01D		Natnl Parks Serv.	Design/Scoping	Multi-Use Tunnels on SR 87 North and South of Pine	SR 87 MP 266.2 & 270.2		N/A	N/A	N/A		TA - STBG	\$ 169,740.00	N/A	N/A	\$ 10,260.00	\$ 180,000.00	
PAY 27-01D		Payson	Design	Two Trailheads near SR 260 (Granite Dells Rd., .5 miles Est of Sutton Rd.)	Granite Dells Rd., east of Sutton Rd.		N/A	N/A	N/A		TA - STBG	\$ 28,290.00	N/A	N/A	\$ 1,710.00	\$ 30,000.00	
PAY27-01C		Payson	Construction	Two Trailheads near SR 260 (Granite Dells Rd., .5 miles Est of Sutton Rd.)	Granite Dells Rd., east of Sutton Rd.		N/A	N/A	N/A		TA - STBG	\$ 2,751,316.00	N/A	N/A	\$ 166,304.00	\$ 2,917,620.00	
												\$5,223,009.00	\$0.00	\$0.00	\$299,055.00	\$5,522,064.00	\$ -
BRIDGE REPLACEMENT PROGRAM																	
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	
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	
												\$13,380,333.00	\$0.00	\$0.00	\$16,523.00	\$14,155,808.00	\$ -
OFF SYSTEM BRIDGE PROGRAM (OSB)																	
FY 2026																	
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	
GIL 26-01D		GILA COUNTY	DESIGN	Pinal Creek Bridge #1 (Structure #08604 Dickison Dr./Abiquiu)	Abiquiu Trail	Dickison Dr. 50 ft. north of Sixshooter Canyon Rd.	0.01	2	2	Local	OSB/BFP*	\$ 141,450.00	N/A	N/A	\$ 8,550.00	\$ 150,000.00	
GIL 26-02D		GILA COUNTY	DESIGN	Pinal Creek Bridge #2 (Structure #08706 Hicks)	Hicks Rd.	Hicks Rd. 400 ft. NE of Wheatfields Rd.	0.11	2	2	Local	OSB/BFP*	\$ 150,880.00	N/A	N/A	\$ 9,120.00	\$ 160,000.00	
												\$911,450.00			\$17,670.00	\$4,572,480.00	\$ -
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 (State Funds)	\$ 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)	Young Rd. MP 316.5	Young Rd. MP 330	13.50	2	2	R. MINOR COLLECTOR	SMART (State Funds)	\$ 814,632.00			\$ 150,000.00	\$ 964,632.00	
GLB 25-01P		Globe	Demonstration	Broad Street Demonstation Grant Assitance Local Match SS4A Grant			n/a	n/a	n/a		SMART (State Funds)	\$ 31,212.00				\$ 31,212.00	
MIA 26-01D		Miami	PLANNING/DESIGN	Town of Miami Roadway Improvement Grant (Pending Award) (FY 26)	Multiple Roadway Sections		0.69	2	2	U. MINOR COLLECTOR	SMART (State Funds)	\$ 358,225.00	N/A	N/A	\$ -	\$ 358,225.00	
												\$2,245,268.00	\$0.00	\$0.00	\$150,000.00	\$2,395,268.00	\$ -
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)			n/a	n/a	n/a		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	\$ -

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
STATE BUDGET APPROPRIATION FUNDS																	
Funded																	
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	
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	
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	
												\$6,231,400.00	\$0.00	\$0.00	\$393,799.00	\$6,625,199.00	\$ -
CONGRESSIONAL APPROPRIATION FUNDS																	
FY 2024																	
PAY 24-02C		PAYSON	CONSTRUCTION	GREEN VALLEY PARKWAY EXTENSION Payson Wildfire Evacuation Route - (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	\$ -
FY 2026																	
<u>PAY 26-02D</u>		<u>PAYSON</u>	<u>DESIGN</u>	<u>PAYSON WILDFIRE EVACUATION ROUTE (FY 26)</u>	<u>SR 87</u>	<u>1,250 FT SOUTH OF MAIN STREET</u>	<u>1.00</u>			<u>3/4 R-MAJOR COLLECTOR 1/4 U-MINOR COLLECTOR</u>	<u>CONGRESSIONAL APPROPRIATION</u>	<u>\$ 300,000.00</u>	<u>N/A</u>	<u>N/A</u>	<u>\$ 18,134.00</u>	<u>\$ 318,134.00</u>	
FTA SECTION 5310 GRANTS																	
FY 2024																	
TRAN 24-02		PAYSON SC	MAINTENANCE	PAYSON SENIOR CENTER - (YR 1 PREVENTATIVE MAINTENANCE)			5310			PREVENTATIVE 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	
FY 2026																	
TRAN 24-01		CAG	N/A	CAG/SCMPO MOBILITY MANAGER OPERATIONS - (OCT 1, 2025 - SEP 30, 2026)			5310			MOBILITY MGMT	5310	\$ 120,000.00	N/A	N/A	\$ 30,000.00	\$ 150,000.00	
TRAN 25-01*		PAYSON SC	OPERATIONS	PAYSON SENIOR CENTER - (YR 1 REPLACEMENT - ADA FRIENDLY VEHICLE #2)*			5310			VEHICLE	5310	\$ 125,750.00	N/A	N/A	\$ 35,467.95	\$ 161,217.95	
TRAN 26-01		HOPE Inc.	MAINTENANCE	HOPE Inc. - (YR 1 PREVENTATIVE MAINTENANCE) (80% award)			5310			PREVENATATIVE MAINTENANCE	5310	\$ 1,500.00			\$ 375.00	\$ 1,875.00	
TRAN 26-02		CAG	N/A	CAG/SCMPO MOBILITY MANAGER OPERATIONS - (OCT 1, 2026 - SEP 30, 2027)			5310			MOBILITY MGMT	5310	\$ 117,000.00	N/A	N/A	\$ 29,375.00	\$ 146,375.00	
												\$240,440.00	\$0.00	\$0.00	\$86,360.00	\$326,800.00	\$ -
FTA SECTION 5311 GRANTS																	
FY 2024																	
TRAN 24-07		PAYSON	OPERATIONS	BEELINE BUS - (YR 2 OPERATIONS)			5311			OPERATIONS	5311	\$ 145,000.00	N/A	N/A	\$ 105,000.00	\$ 250,000.00	
TRAN 24-08		PAYSON	MAINTENANCE	BEELINE BUS - (YR 2 PREVENTATIVE MAINTENANCE)			5311			PREVENTATIVE MAINTENANCE	5311	\$ 32,000.00	N/A	N/A	\$ 8,000.00	\$ 40,000.00	
TRAN 24-09		PAYSON	ADMINISTRATION	BEELINE BUS - (YR 2 ADMINISTRATION)			5311			ADMINISTRATION	5311	\$ 92,000.00	N/A	N/A	\$ 23,000.00	\$ 115,000.00	
TRAN 24-10		SAN CARLOS	ADMINISTRATION	NNEE BICH'ONII TRANSIT - (YR 1 ADMINISTRATION)			5311			ADMINISTRATION	5311	\$ 176,000.00	N/A	N/A	\$ 44,000.00	\$ 220,000.00	
TRAN 24-11		SAN CARLOS	OPERATIONS	NNEE BICH'ONII TRANSIT - (YR 1 OPERATIONS)			5311			OPERATIONS	5311	\$ 580,000.00	N/A	N/A	\$ 420,000.00	\$ 1,000,000.00	
TRAN 24-12		SAN CARLOS	MAINTENANCE	NNEE BICH'O NII TRANSIT - (YR 1 PREVENTATIVE MAINTENANCE)			5311			PREVENTATIVE MAINTENANCE	5311	\$ 60,000.00	N/A	N/A	\$ 15,000.00	\$ 75,000.00	
TRAN 24-13		SAN CARLOS	INTERCITY	NNEE BICH'O NII TRANSIT - (YR 1 INTERCITY)			5311			INTERCITY	5311	\$ 316,100.00	N/A	N/A	\$ 228,900.00	\$ 545,000.00	
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			PREVENTATIVE 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			PREVENTATIVE 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	

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
TRAN 23-12*		MIAMI	OPERATIONS	COPPER MOUNTAIN TRANSIT - (YR 1 OPERATIONS)(updated allocation award)			5311			OPERATIONS	5311	\$204,680.57	N/A	N/A	\$148,216.96	\$352,897.53	
TRAN 23-13*		MIAMI	MAINTENANCE	COPPER MOUNTAIN TRANSIT - (YR 1 PREVENTATIVE MAINTENANCE)((updated allocation award)			5311			PREVENTATIVE MAINTENANCE	5311	\$24,000.00	N/A	N/A	\$6,000.00	\$30,000.00	
TRAN 23-14*		MIAMI	ADMINISTRATION	COPPER MOUNTAIN TRANSIT - (YR 1 ADMINISTRATION)(updated allocation award)			5311			ADMINISTRATION	5311	\$98,264.16	N/A	N/A	\$24,566.04	\$122,830.20	
												\$1,708,550.00	\$0.00	\$0.00	\$1,003,950.00	\$2,712,500.00	\$-
FY 2026																	

TRAN 26-03	MIAMI	OPERATIONS	COPPER MOUNTAIN TRANSIT - (YR 1 OPERATIONS)	5311	OPERATIONS	5311	\$240,000.00	N/A	N/A	\$173,793.10	\$413,793.10	
TRAN 26-04	MIAMI	MAINTENANCE	COPPER MOUNTAIN TRANSIT - (YR 1 PREVENTATIVE MAINTENANCE)	5311	PREVENTATIVE MAINTENANCE	5311	\$26,400.00	N/A	N/A	\$6,400.00	\$32,800.00	
TRAN 26-05	MIAMI	ADMINISTRATION	COPPER MOUNTAIN TRANSIT - (YR 1 ADMINISTRATION)	5311	ADMINISTRATION	5311	\$125,000.00	N/A	N/A	\$31,250.00	\$156,250.00	
TRAN 26-06	MIAMI	Capital	COPPER MOUNTAIN TRANSIT - Capital Transit Bldg, Repair & Impr.)	5311	Capital	5311	\$16,000.00	N/A	N/A	\$4,000.00	\$20,000.00	
TRAN 26-07	MIAMI	Vehicle	COPPER MOUNTAIN TRANSIT - (Replace Bus Cameras & Install)	5311	VEHICLE	5311	\$5,683.00	N/A	N/A	\$1,420.75	\$7,103.75	
TRAN 26-08	MIAMI	Vehicle	COPPER MOUNTAIN TRANSIT - (Replace Van Cameras and Install)	5311	VEHICLE	5311	\$4,757.00	N/A	N/A	\$1,189.25	\$5,946.25	
TRAN 26-09	SAN CARLOS	ADMINISTRATION	NNEE BICH'ONII TRANSIT - (YR 1 ADMINISTRATION)	5311	ADMINISTRATION	5311	\$185,000.00	N/A	N/A	\$46,250.00	\$231,250.00	
TRAN 26-10	SAN CARLOS	OPERATIONS	NNEE BICH'ONII TRANSIT - (YR 1 OPERATIONS)	5311	OPERATIONS	5311	\$396,443.00	N/A	N/A	\$287,079.41	\$683,522.41	
TRAN 26-11	SAN CARLOS	MAINTENANCE	NNEE BICH'O NII TRANSIT - (YR 1 PREVENTATIVE MAINTENANCE)	5311	PREVENTATIVE MAINTENANCE	5311	\$60,000.00	N/A	N/A	\$15,000.00	\$75,000.00	
TRAN 24-12	SAN CARLOS	INTERCITY	NNEE BICH'O NII TRANSIT - (YR 1 INTERCITY)	5311	INTERCITY	5311	\$32,757.00	N/A	N/A	\$23,720.59	\$56,477.59	

												\$1,092,040.00	\$0.00	\$0.00	\$590,103.10	\$1,682,143.10	\$-
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	
TRAN 25-02	MIAMI	ADA VEHICLE	NEW & IMPROVED TRANSIT VEHICLE VAN- (FY25)	5339	NEW VEHICLE	5339	\$118,071.00	N/A	N/A	\$20,836.06	\$138,907.06	
TRAN 25-03	MIAMI	ADA VEHICLE	NEW & IMPROVED TRANSIT VEHICLE BUS- (FY25)	5339	NEW VEHICLE	5339	\$210,624.00	N/A	N/A	\$37,168.94	\$247,792.94	



☐	Information Only
☒	Motion to Approve

Date: September 16, 2026

To: Andrea Robles / Management Committee

From: Steve Abraham, Transportation & Water Quality Planning Director

Subject: CAG FY2028 RTAC Project Selection

Recommended Motion

Move to approve the following FY2028 RTAC selected projects list:

Summary Discussion

The purpose of this item is to recommend a project list to the CAG Regional Council. After Regional Council adoption CAG staff will prepare final RTAC project booklets for presentation at the Transportation Summit in October. CAG staff will also begin educational outreach, alongside our elected officials, to raise awareness of projects with Legislators after the first of the year.

Attached please find the final draft RTAC project list for FY 28. Also included are project descriptions and applications submitted by member agencies. The purpose of this item to recommend a final list to CAG Management Committee for additional discussion and /or action. Items that are listed with asterisks next them are either CAG sponsored/facilitated or previously listed CAG regional priority projects.

See attached project list allocation and description. Staff will present a detailed power point for discussion at the Management Committee meeting.

Fiscal Impacts

No fiscal impact.

Attachment(s)

RTAC FY 28 Projects and budget

FY28 RTAC Priority Project - \$480 Million Proposal

CAG'S Share = \$ 23,539,200.00

Project Name	Design	Construction	Adjustment (TTAC Recommendation)	Match	Already Contributed	Project Total	Total State Budget Request
Globe #1- Yuma Street Bridge	\$ 224,000.00	\$ 3,398,853.00		\$ 250,000.00	\$ -	\$ 3,872,853.00	\$ 3,622,853.00
Hayden/Winkelman Quarelli Phase 1 Lighting & Thorne Ave.		\$ 1,680,000.00				\$ 1,680,000.00	\$ 1,680,000.00
Gila County Young Rd. Improvements		\$ 2,000,000.00		\$ 20,000.00		\$ 2,020,000.00	\$ 2,000,000.00
Gila County Young Rd. Improvements #2		\$ 1,385,000.00		\$ 10,000.00		\$ 1,395,000.00	\$ 1,385,000.00
Pinal County #2 - McNab Parkway		\$ 2,900,800.00		\$ -	\$ -	\$ 2,900,800.00	\$ 2,900,800.00
Star Valley - Local Street Improvements	\$ 105,104.00	\$ 2,824,629.00		\$ -	\$ -	\$ 2,929,733.00	\$ 2,929,733.00
Superior #1 - Sunset Drive Improvements	\$ -	\$ 1,801,307.00		\$ 27,663.00	\$ -	\$ 1,856,633.00	\$ 1,828,970.00
Superior#2 - Panther Drive Improvements		\$ 1,610,215.00				\$ 1,674,623.00	\$ 1,674,623.00
W. Forest Drive Construction	\$ 50,000.00	\$ 1,329,266.00				\$ 1,379,266.00	\$ 1,379,266.00
Miami - Local Street Improvements*		\$ 3,136,000.00		\$ -	\$ 46,000.00	\$ 3,182,000.00	\$ 3,136,000.00
Kearny Local Street Improvements*		\$ 1,001,200.00		\$ 37,000.00		\$ 1,038,200.00	\$ 1,001,955.00
TOTAL:	\$ 379,104.00	\$ 23,067,270.00	\$ -	\$ 344,663.00	\$ 46,000.00 Available:	\$ 23,901,445.00	\$ 23,539,200.00

Yuma Street Bridge Replacement



Project Overview

The Yuma Street Bridge at Pinal Creek in the City of Globe was originally constructed in 1939. In 2016, the City completed a bridge evaluation study for seven (7) deficient bridges owned by the City, including the Yuma Street Bridge. At the time, the bridge was in fair condition with a sufficiency rating of 60.26 that allowed for a 25 Ton Load Limit. In the past seven (7) years this structure has experienced rapid deterioration. The most recent inspection conducted in June 2022 showed a significant reduction in sufficiency rating to 48.70, prompting ADOT to request that the City reduce the Load Limit to 15 Tons.

Yuma Street provides critical access to the local mines and other key City facilities including businesses and recreational facilities. Three (3) buses (48,000 pounds) cross this bridge twice a day, transporting up to 800 students to and from three (3) different schools. This route is also a key corridor for emergency vehicles and serves community subdivisions including Copper Hills.

The State Funding request of \$3,500,000 equates to approximately eight (8) years' worth of funding for transportation within the CAG Transportation Planning Boundary compared to our standard federal apportionment that is competitive among fourteen (14) local agencies. This project was vetted through CAG's Transportation Technical Advisory Committee (TTAC) and approved by the CAG Regional Council on September 30, 2026 as part of the FY28 RTAC Project Priority List for the CAG Region.



Project Lead

City of Globe, AZ



Project Schedule

Design in 2028

Construction in 2029



Project Cost

Total Project Cost: \$3,872,853

State Funding Request: \$3,622,853

Match Contribution: \$250,000 (6.9%)



Contact Info

Paul Jepson

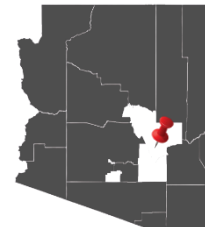
City Manager

928-425-8346

ptjepson@globeaz.gov



Location



City of Globe
Gila County
AZ Legislative District 7
CAG Region



Vicinity Map & Site Photo



Existing Yuma Street Bridge



Large Spall in Soffit – Exposing Rebar



Deck Underside



Erosion at the NW

Yuma Street Bridge Replacement



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Yuma Street provides critical access to the local mines and other key City facilities including businesses and recreational facilities. Three (3) buses (48,000 pounds) cross this bridge twice a day, transporting up to 800 students to and from three (3) different schools. This route is also a key corridor for emergency vehicles and serves community subdivisions including Copper Hills.

The State Funding request of \$3,500,000 equates to approximately eight (8) years' worth of funding for transportation within the CAG Transportation Planning Boundary compared to our standard federal apportionment that is competitive among fourteen (14) local agencies. This project was vetted through CAG's Transportation Technical Advisory Committee (TTAC) and approved by the CAG Regional Council on September 30, 2026 as part of the FY28 RTAC Project Priority List for the CAG Region.



Project Lead

City of Globe, AZ



Project Schedule

Design in 2028

Construction in 2029



Project Cost

Total Project Cost: \$3,872,853

State Funding Request: \$3,622,853

Match Contribution: \$250,000 (6.9%)



Contact Info

Paul Jepson

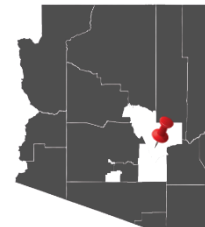
City Manager

928-425-8346

ptjepson@globeaz.gov



Location



City of Globe
Gila County
AZ Legislative District 7
CAG Region



Vicinity Map & Site Photo



Existing Yuma Street Bridge



Large Spall in Soffit – Exposing Rebar



Deck Underside



Erosion at the NW



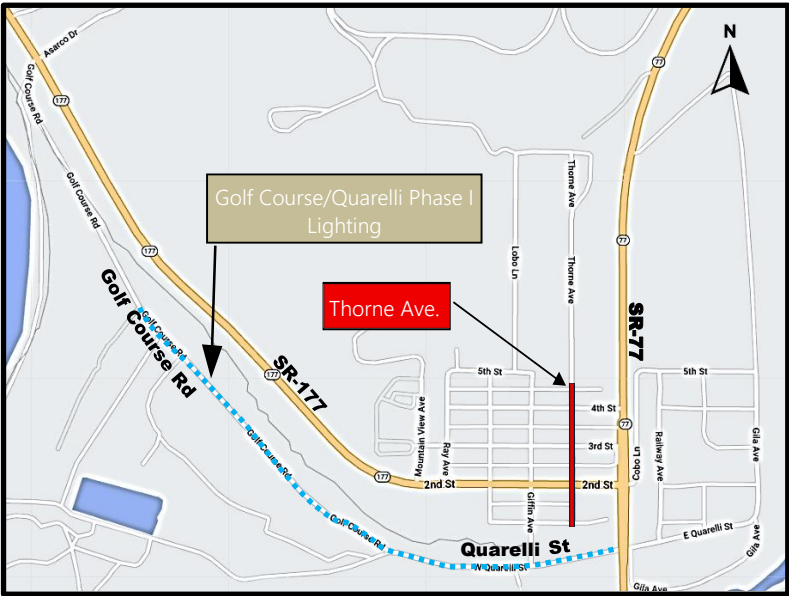
Project Overview

Due to their small stature, the RTAC provides the opportunity for Towns such as Winkelman and Hayden to be able to fund much needed transportation projects. This request covers Two separate projects within the Towns of Hayden and Winkelman. The first project is the completion of Phase I of the Quarelli/Golf Course Rd. Improvement Project. Phase I of this project was funded in FY24 which included pavement rehabilitation, and pavement markings for 0.9 miles of the total length of 1.4 miles. The full project scope was significantly reduced to meet the FY24 RTAC Priority Project initiative for the CAG Region and was completed in August of 2025. This request will complete the lighting improvements that were removed from Phase I. Golf Course Road and Quarelli Street provide access to an area central to recreational and outdoor activities that includes the Hayden Public Golf Course, Bobby Bracamonte Little League Field, Hastings Park and Winkelman Flats Public Park which serve the two Towns and the overall Copper Basin Communities.

The Second project under this request is to rehabilitate Thorne Ave. from 1st Ave. to 5th street/Winkelman Elementary School. Thorne Ave. is severely deteriorated and has not had pavement treatment in nearly two decades. Thorne Ave. serves as the primary access to both Winkelman Elementary and Hayden High School

The State Funding request of \$1,680,000 equates to approximately four (4) years’ worth of funding for transportation within the CAG Transportation Planning Boundary compared to our standard federal apportionment that is competitive among fourteen (14) local agencies. This project was vetted through CAG’s Transportation Technical Advisory Committee (TTAC) and approved by the CAG Regional Council on September 30, 2026 as part of the RTAC Project Priority List for the CAG Region.

Vicinity Map & Site Photo



Project Lead

Town of Winkelman/Town of Hayden, AZ

Project Schedule

Design in 2027

Construction in 2028

Project Cost

Total Project Cost: \$1,680,000

State Funding Request: \$1,680,000

Match Contribution: \$0.00

Contact Info

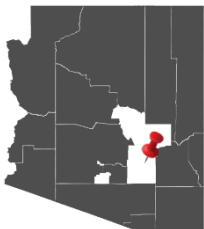
Gloria Ruiz

Town Clerk

520-356-7854

gruiz@townofwinkelman.com

Location



Town of Winkelman
Gila County
AZ Legislative District 7
CAG Region



- Phase I – Paving Project (Funded FY24)
SR 77 – Golf Course Service Rd
- Thorne Ave. – Paving Project (0.25 miles)



Local Street & Park Improvements (Various Locations)



Project Overview

The Town of Star Valley recently conducted a street inspection and pavement condition assessment of its local street system. Some of the primary routes in the community were found to exhibit cracking, weathering, oxidation and defects within the asphalt pavement surface, as well as in need of roadside drainage improvements. The streets selected for improvement are the Town's priority as they are the heaviest traveled thoroughfares within the Town. Since 2005 when incorporation took place, the Town has been unable to apply for funding due to the local match requirements associated with grants, as well as not meeting other eligibility requirements due to their rural environment. In addition to local street improvements the Town propose to pave the parking lot of the Town Park. Many grants require in depth scoping activities that prevents small towns such as the Town of Star Valley, who lack the resources, to successfully apply for such grants. The aging infrastructure is becoming more evident and critically important to protect the community's transportation and public park infrastructure.

The improvements vary among the selected roadways but will include either a complete reconstruction, a 2-inch-deep asphalt overlay, drainage improvements, and/or mitigation activities to extend the serviceable life of the existing street pavement.

The State Funding request of \$2,929,733 equates to approximately five (5) years' worth of funding for transportation within the CAG Transportation Planning Boundary compared to our standard federal apportionment that is competitive among fourteen (14) local agencies. This project was vetted through CAG's Transportation Technical Advisory Committee (TTAC) and approved by the CAG Regional Council on September 30, 2026 as part of the RTAC Project Priority List for the CAG Region.

Vicinity Map & Site Photo



Project Lead

Town of Star Valley, AZ



Project Schedule

Construction in 2028 & 2029



Project Cost

Total Project Cost: \$2,929,733

State Funding Request: \$2,929,733

Match Contribution: \$0



Contact Info

Timothy Grier

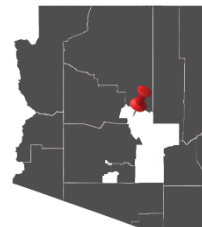
Town Manager, Star Valley

928-472-7752

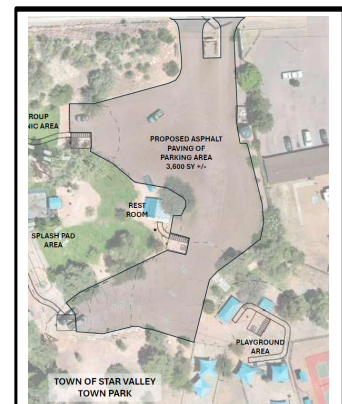
townmanager@starvalleyaz.com



Location



Town of Star Valley
Gila County
AZ Legislative District 7
CAG Region



Panther Drive Improvements



Project Overview

Panther Drive located on the south side the town, connecting residential and local streets. The street is a Major street experiences up to 1280 cars & trucks daily. Currently, the Street is in poor condition, has inadequate surface and old striping, and cracked and deplorable paving conditions. The completion of the project will provide enhanced pavement friction and treatment. The recent construction of the bridge on Panther Drive caused an extra burden on the asphalt condition due to heavy equipment traffic, creating an alligator skin type of cracks on the entire length of the street. The 2017 Superior Pavement Assessment Study showed that 72.6% of streets within the Town were rated as "Poor" or lower at the time of the assessment. The same study showed that 40% of sidewalks were in poor condition, which needed immediate attention; as a result, system performance is reduced, leading to potentially adverse impacts on quality of life, mobility, travel time, freight movements, and emergency response times.

The Downtown is growing significantly. The Town supports and provides several events throughout the year, bringing up to 10,000 visitors or more during the event weekend. Moreover, regular weekends bring up to 3,000 visitors to the Town. The rehabilitation improvements of the street to include milling and removing 3-inches of asphalt and replacing it with 3-inch rubberized asphalt, striping, bike lanes, and crosswalks, and sidewalk repairs on a street that accesses the Town's High School and Fire Station.

The State Funding request of \$1,674,623 equates to nearly three and half (3.5) years' worth of funding for transportation within the CAG Transportation Planning Boundary compared to our standard federal apportionment that is competitive among fourteen (14) local agencies. This project was vetted through CAG's Transportation Technical Advisory Committee (TTAC) and approved by the CAG Regional Council on September 30, 2026 as part of the RTAC Project Priority List for the CAG Region.



Project Lead

Town of Superior, AZ



Project Schedule

Design in 2027

Construction in 2028



Project Cost

Total Project Cost: \$1,674,623

State Funding Request: \$1,674,623

Match Contribution: \$0



Contact Info

Nick Cruz

Engineering Tech, Superior

520-827-9496

ncruz@superioraz.gov



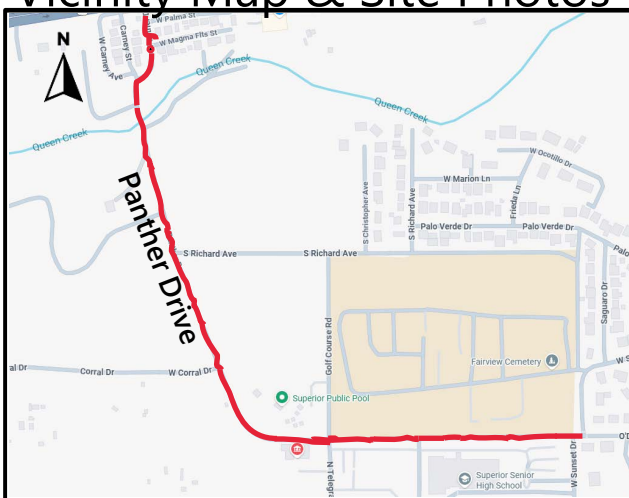
Location



Town of Superior
Pinal County
AZ Legislative District 7
CAG Region



Vicinity Map & Site Photos



Sunset Drive Improvements



Project Overview

Sunset Drive located on the south side of the town, connecting residential and local streets. The street is a Major street that handles 1300 cars daily. Currently, the Street is in poor condition, has inadequate surface and old striping, and cracked and substandard paving conditions. The completion of the project will provide enhanced pavement friction and treatment. The 2017 Superior Pavement Assessment Study showed that 72.6% of streets within the Town were rated as "Poor". The same study showed that 40% of sidewalks were in poor condition, which needed immediate attention; as a result, system performance is reduced, leading to potentially adverse impacts on quality of life, mobility, travel time, freight movements, emergency response times and improving access to the Town's High School & fire station.

The Downtown is growing significantly. The Town supports and provides several events throughout the year, bringing up to 10,000 visitors or more during the event weekend. Downtown has had more businesses open within the last few years, which increases the traffic. The streets that are connected to the Downtown are heavily used during those events.

The rehabilitation improvements of the street to include milling and removing 3-inches of asphalt and replacing it with 3-inch rubberized asphalt, striping, bike lanes, and crosswalks, and sidewalk repairs.

The State Funding request of \$1,828,970 equates to nearly three and half (3.5) years' worth of funding for transportation within the CAG Transportation Planning Boundary compared to our standard federal apportionment that is competitive among fourteen (14) local agencies. This project was vetted through CAG's Transportation Technical Advisory Committee (TTAC) and approved by the CAG Regional Council on September 30, 2026 as part of the RTAC Project Priority List for the CAG Region.



Project Lead

Town of Superior, AZ



Project Schedule

Design in 2027

Construction in 2028



Project Cost

Total Project Cost: \$1,828,970

State Funding Request: \$1,828,970

Match Contribution: \$0



Contact Info

Nick Cruz

Director, Superior

520-827-9496

ncruz@superioraz.gov



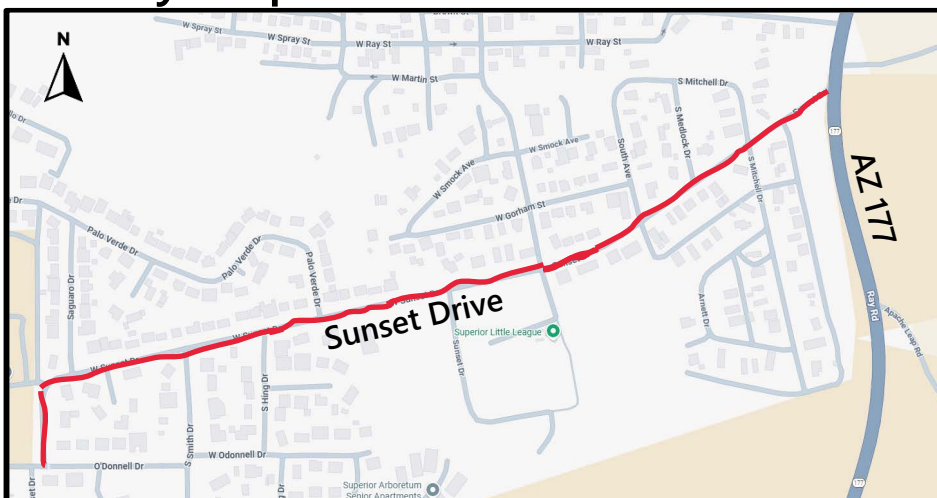
Location



Town of Superior
Pinal County
AZ Legislative District 7
CAG Region



Vicinity Map & Site Photo



Young Road / NFSR 512 Improvements



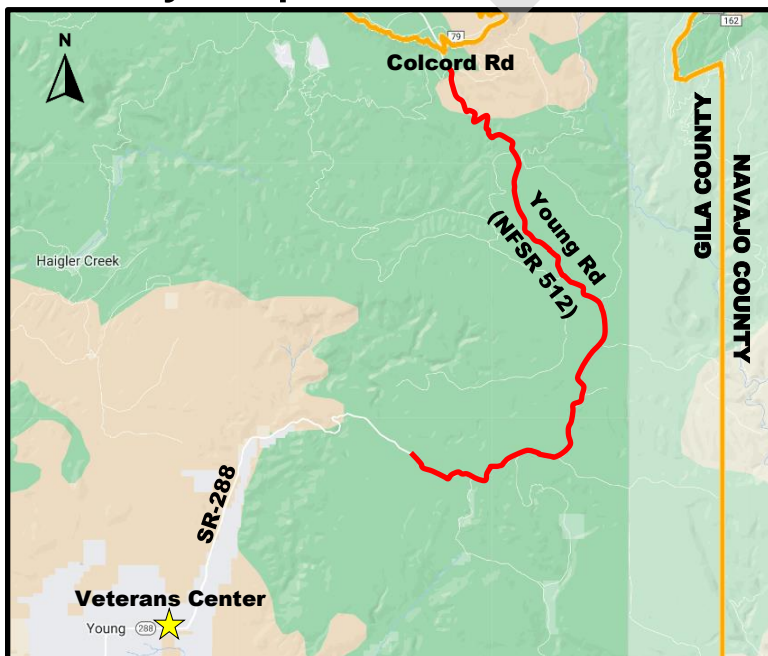
Project Overview

Gila County has made Young Road/National Forest Service Road (NFSR) 512 a top priority. Currently, Young Road/NFSR 512 is a two-lane, native surface, rural minor collector and is the main road for ingress and egress for the community of Young, Arizona. It is also the primary access for recreational activities including camping, sightseeing, off highway vehicles, hunting, and fishing. Additionally, it provides access for economic activities including cattle grazing, mineral extraction, timber activities, tourism, and agricultures. Many visitors from the greater Phoenix metropolitan area pass through for various activities year-round.

The project consists of placing asphalt concrete pavement on 3.5 miles of the larger 13.5 miles segment. The project would reduce dust, improve visibility, and enhance safety for motorists and pedestrians, while reducing impacts on the road surface and adjacent land from erosion, in turn reducing maintenance costs. The improvements would also improve response times for wildland firefighters and the Tonto's ability to protect valuable resources. The project is within the Colcord Fireshed, one of the top 10 priority firesheds in the Southwestern Region.

The State Funding request of \$3,385,000 equates to approximately six and a half (6.5) years' worth of funding for transportation within the CAG Transportation Planning Boundary compared to our standard federal apportionment that is competitive among fourteen (14) local agencies. This project was vetted through CAG's Transportation Technical Advisory Committee (TTAC) and approved by the CAG Regional Council on September 30, 2026 as part of the RTAC Project Priority List for the CAG Region.

Vicinity Map & Site Photo



Project Lead

Gila County, AZ



Project Schedule

Design in 2028

Construction in 2029



Project Cost

Total Project Cost: \$3,385,000

State Funding Request: \$3,385,000

Match Contribution: \$30,000 (1%)



Contact Info

Thomas Goodman

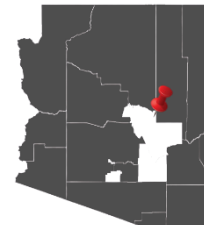
County Engineer

928-402-8507

tgoodman@gilacountyaz.gov



Location



Gila County
AZ Legislative District 7
CAG Region



McNab Parkway Improvements

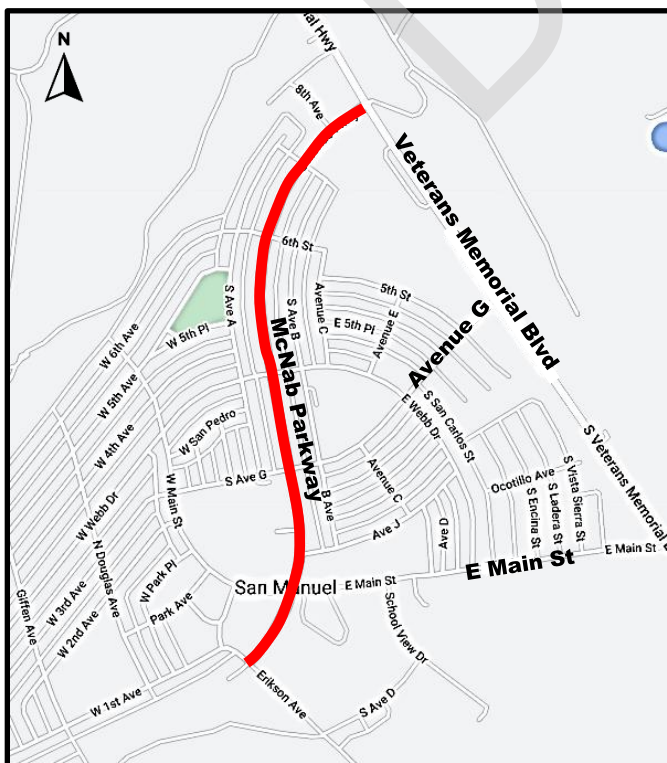


Project Overview

The McNab Parkway is the primary entry road into the unincorporated community of San Manuel. All major and minor streets utilize McNab parkway to enter or exit the community and provide access to the rest of the Southern Pinal Region. The original construction of McNab Parkway was in the 1950s. Since then, only minor preservation activities have occurred and is in need of rehabilitation for reconstruction. For San Manuel, this Parkway provides primary access for the community at large and several commercial, residential, and public uses. The road has a "D" grade pavement ranking. Reconstruction is recommended and will feature ADA accessible ramps and ensure there is an appropriate pedestrian space along the facility. The project will consist of removing and replacing the asphalt; full asphalt cross section including subgrade, as well as adding ADA accessible ramps to sidewalk. The completion of the project will provide enhanced pavement friction and treatment.

The State Funding request of \$2,900,000 equates to approximately six (6) years' worth of funding for transportation within the CAG Transportation Planning Boundary compared to our standard federal apportionment that is competitive among fourteen (14) local agencies, vetted through CAG's Transportation Technical Advisory Committee and Regional Council on September 30, 2026 as part of the RTAC Project Priority List for the CAG Region.

Vicinity Map & Site Photo



Project Lead

Pinal County, AZ



Project Schedule

Construction in 2027- 2028



Project Cost

Total Project Cost: \$2,900,000

State Funding Request: \$2,900,000

Match Contribution: \$0



Contact Info

Deven Price

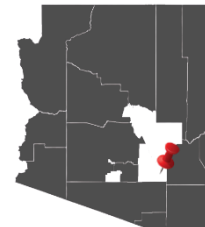
Senior Planner

520-866-6345

deven.price@pinal.gov



Location



Pinal County
AZ Legislative District 7
CAG Region



Town of Miami Local Street & Bridge Improvements



Project Overview

The Town of Miami's road infrastructure is in a state of urgent need for rehabilitation. A considerable number of the road surfaces are in poor condition or have already deteriorated beyond the possibility of repair. The Town invested significantly in a comprehensive road study in 2020 that identified specific areas that require repair or replacement. In addition, the study recommended the construction of retention walls in various areas of the Town to ensure the safety of the community and the integrity of the road infrastructure. The restoration of the roads within the community are of utmost importance. Based on the 2020 study, the Town has selected Reppy Avenue, Frederick Street, Wentworth Avenue, Forest Avenue, with portions of Miami Avenue and Burtch Drive as the primary road segments for the focus of this request. The roadways will undergo repairs, including asphalt overlays, road reshaping, slab replacement, and/or reconstruction. The plan also encompasses multiple elements, including designated areas for wall retention and drainage.

There are six bridges in the Town that connect US 60 to Sullivan Street. Unfortunately, five of these bridges are in dire need of repairs due to safety hazards caused by concrete and metal damage. Recent fires and floods have made it clear that repairing these bridges should be a top priority for the safety and well-being of the community. Repairs of the bridges will consist of fixing all concrete cracks, and exposed iron reinforcements. In addition, repairs to the sidewalks connected to the bridge system will also be made.

The State Funding request of \$3,136,000 equates to approximately six (6) years' worth of funding for transportation within the CAG Transportation Planning Boundary compared to our standard federal apportionment that is competitive among fourteen (14) local agencies. This project was vetted through CAG's Transportation Technical Advisory Committee (TTAC) and approved by the CAG Regional Council on September 30, 2026 as part of the FY27 RTAC Project Priority List for the CAG Region.

Vicinity Map & Site Photo



- Cordova Ave Bridge - (Structure # 08586)
- Inspiration Ave Bridge - (Structure # 08587)
- Keystone Ave Bridge - (Structure # 08588)
- Miami Ave Bridge - (Structure # 08589)



Forest Avenue



Keystone Ave Bridge



Project Lead

Town of Miami, AZ



Project Schedule

Design in 2028

Construction in 2029



Project Cost

Total Project Cost: \$3,182,000

State Funding Request: \$3,136,000

Match Contribution: \$46,000 (1.4%)



Contact Info

Alexis Rivera

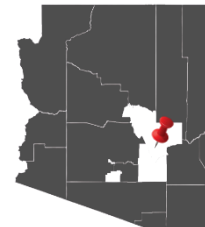
Town Manager

928-473-4403

townmanager@miamiaz.gov



Location



Town of Miami
Gila County
AZ Legislative District 7
CAG Region



Town Of Kearny Street Improvements



Project Overview

The proposed project features two segments; Senator Chastain Rd. from AZ 177 to Shake Dr. and would be rehabilitated to City standards. Senator Chastain Rd. receives approximately 1000 ADT, and is a critical secondary access route from the residential areas of the Town to AZ 177 and is the primary access point for the Ray Elementary School. The Town of Kearny road infrastructure is in a state of urgent need for rehabilitation.

Unfortunately, many of the Town's streets are ineligible for TIP fund allocations and this improvement project would represent several years of local HURF funding. A considerable number of the road surfaces are in poor condition in the Town and this RTAC request is one of the few opportunities the Town has available for infrastructure support. The street will be rehabilitated with 3 inches of asphalt in a "mill and fill" application.

The \$1,001,955 represents 2.5 years' funding for transportation within the CAG Transportation Planning Boundary compared to our standard federal apportionment that is competitive among fourteen (14) local agencies. The project was vetted through CAG's Transportation Technical Advisory Committee (TTAC) and approved by the CAG Regional Council on September 30, 2026 as part of the RTAC Project Priority List for the CAG Region.



Project Lead

Town of Kearny, Pinal County, AZ



Project Schedule

Design & Construction in 2028/2029



Project Cost

Total Project Cost: \$1,001,955

State Funding Request: \$1,001,955

Match Contribution: \$0



Contact Info

Amanda Kenney

Town Clerk

520-363-5547

Akenney@kearnyaz.gov



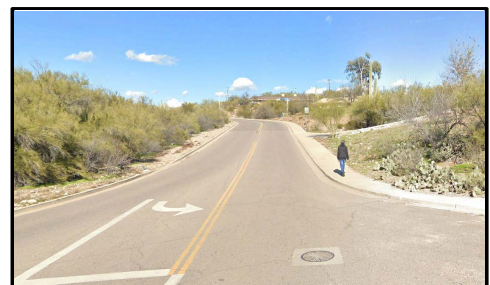
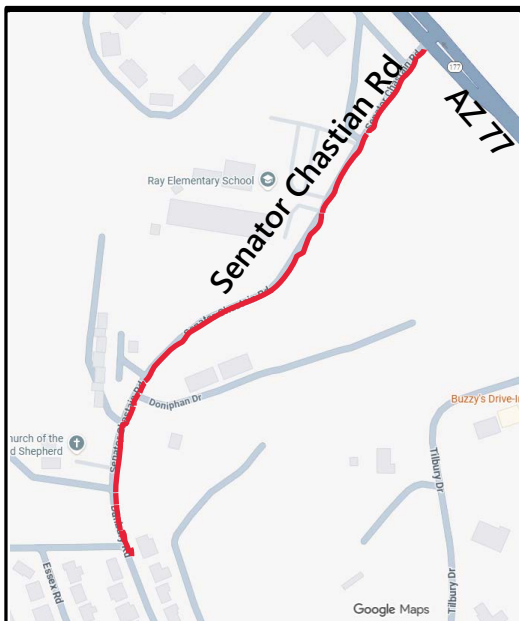
Location



Town of Kearny
Pinal County
AZ Legislative District 7
CAG Region



Vicinity Map & Site Photo



Forest Drive Improvements



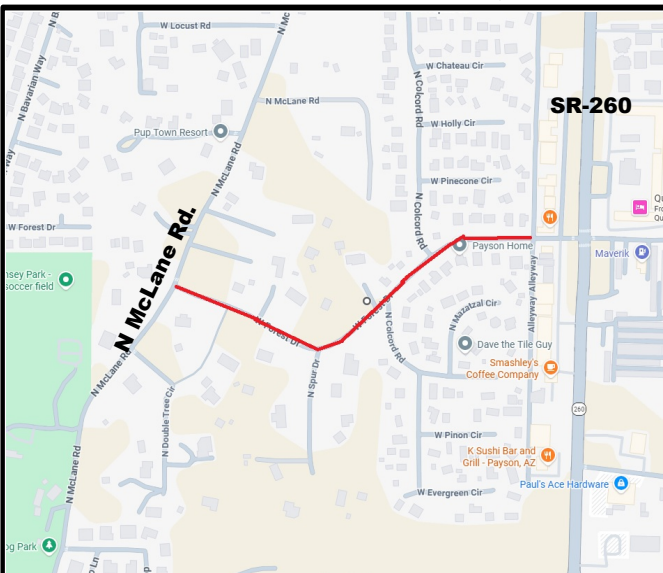
Project Overview

With exception of the intersecting State Routes of 87 and 260, the W. Forest Drive is one of the busiest east/west routes on the north side of the Town of Payson. The Average Daily Traffic (ADT) count is approximately 4,000 trips and continues to grow annually. The route is a critical east west connector from SR 260 providing access to neighborhoods, community parks and other town amenities.

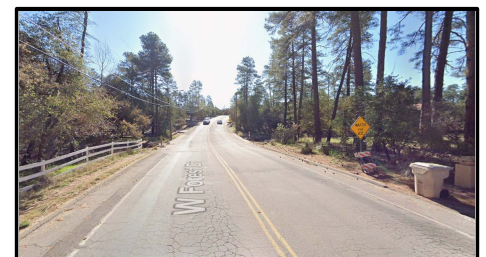
This project will rehabilitate the pavement surface, install sidewalks and improve drainage infrastructure in the immediate area. In particular, the installation of sidewalks will provide walk-ability on the route to accommodate pedestrians traveling from the neighborhoods on the east side to commercial and shopping areas to the west along SR 260. The Town and CAG have planned enhancements to this route for nearly a decade and CAG has allocated additional funding for the project.

The State Funding request of \$1,379,266 equates to approximately three (3) years' worth of funding for transportation within the CAG Transportation Planning Boundary compared to our standard federal apportionment that is competitive among fourteen (14) local agencies. This project was vetted through CAG's Transportation Technical Advisory Committee (TTAC) and approved by the CAG Regional Council on September 30, 2026 as part of the RTAC Project Priority List for the CAG Region.

Vicinity Map & Site Photo



Looking West from SR 260



Looking east from McLane



Project Lead

Town of Payson, AZ

Project Schedule

Design in 2027

Construction in 2028/2029

Project Cost

Total Project Cost: \$1,379,226

State Funding Request: \$1,379,266

Match Contribution: \$0

① Contact Info

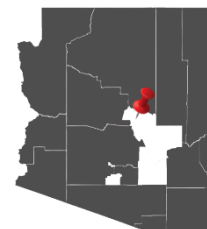
Nathan Larsen, PE

Town Engineer, Payson

928-472-5044

nlarsen@paysonaz.gov

Location



Town of Payson

Gila County

AZ Legislative District 7

CAG Region





☐	Information Only
☒	Motion to Approve

Date: September 16, 2026

To: Management Committee

From: Andrea Robles, Executive Director

Subject: Appointment of Member at Large to the CAG Regional Council Executive Committee

Recommended Motion

Move to nominate and elect a Member at Large to the Regional Council.

Summary Discussion

In the event a vacancy occurs in any office of the Regional Council, an election will be held at the next Regional Council meeting in accordance with procedures outlined in Article V of the CAG Bylaws. The newly elected member shall fill the unexpired term vacated.

Member at Large - The Member at Large will be elected from a political subdivision within the opposite county of the former Chairman. The Member at Large shall be an authorized signatory for the disbursement of funds.

VACANCIES

Current Officers

Chairman: Mayor Al Gameros, City of Globe

Vice Chairman: Councilmember Robin Benning, Town of Queen Creek

Secretary/Treasurer: Vice Mayor Robert Schroeder, City of Apache Junction

Former Chairman: Jon Thompson

Member at Large: Vacant

Attachment(s)

None



☒	Information Only
☐	Motion to Approve

Date: September 16, 2026

To: Andrea Robles / Management Committee

From: CAG Staff

Subject: Department Updates

Community Development Block Grant - Angela Gotto

- *The City of Globe Skate Park Project and Town of Payson ADA Main Street Improvements project have been completed.*
- *The Town of Kearny Solar Installation at the Wastewater Treatment Plant project is seeking requests for proposals for the engineering.*
- *The Town of Miami received their contract for FY25*
- *The City of Apache Junction and Town of Star Valley will be receiving their contract documents in the coming weeks.*
- *The FY26 CDBG applications and environmental reviews are being prepared for submittal to ADOH.*

Planning Department – Angela Gotto

- *Staff is reviewing and tabulating residential completions and demolition data for the period of January 1, 2026, through June 30, 2026, to assist in the development of the July 1, 2026, Population Estimates. Staff has also submitted annexation data to the State Demographer as part of this data collection period.*
- *Staff worked with member agency staff to review and comment on the annual population projections for July 1, 2026 through July 1, 2060. Comments were reviewed with the State Demographers Office. Comments from the City of Globe on Project Marigold were noted, including the water/housing capacity projections provided. Due to no groundbreaking as of August 2025 no adjustments were made at this time. This will be revisited the project status in the 2028 projections cycle. The projections were adopted by the state in August 2026.*
- *CAG is currently providing Davis-Bacon labor standards monitoring for nine active WIFA projects (Apache Junction Sewer District, Town of Kearny Lakewood Water Company, Pine Creek Canyon, Porter Creek, City of San Luis, Sierrita Mountain Water Co-Op, Town of Star Valley, and Tri-City Sanitary District).*
- *CAG is providing project management services for the Town of Kearny and Tri-City Sanitary District.*

Transportation Department – Steve Abraham

- *6 year tip adoption process kickoff last month*
- *Gila County has completed their Safety action plan.*
- *GCIPTA contract negotiations have begun with the consultant Olsson*

Water Quality Planning – Steve Abraham

- *TRSD and MPUC 208 amendments have been approved by EPA*

- *CAG Staff is working through the AZWQMG to update the EPA checklist for 208 amendments*

Attachment(s)

N/A