



# Management Committee

8:30 a.m., Wed., Jan. 11, 2012

**Pima Association of Governments**  
177 N. Church Ave - Transamerica Building  
5th Floor Main Conference Room - Suite 501

Partnering

Planning

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## 1. Call to Order

### Presentation

## 2. Bioscience, Medical and Aerospace Transportation Corridor

## 2. Presentation

### DISCUSSION/ACTION

## 3. Budget/Overall Work Program (OWP) for FY 2012/2013

## 3. Discussion/Possible Direction

## 4. Public Involvement Policy Amendment

## 4. Discussion/Action

## 5. 2040 RTP Amendment

## 5. Discussion/Possible Direction

## 6. RTA Regional Dial-a-Ride Policies and Branding

## 6. Discussion/Action

## 7. Small Business Enterprise (SBE) Goals on RTA Projects

## 7. Discussion/Information

## 8. Expansion of Scope for RTA Bus Pullout Program

## 8. Discussion/Action

### CONSENT AGENDA

## 9. Consent Reports

## 9. Recommend Approval of Consent Agenda

a. TIP Subcommittee Report Including Amendment #5 to the 2012-2016 Transportation Improvement Program (TIP)

a. Information/Discussion

b. FY 2012-13 Social Services Block Grant Plan

b. Information/Discussion

c. PAG Transportation Planning Committee (TPC) Report

c. Information/Discussion

d. EPAC Top 10 Environmental Issues List

d. Information/Discussion

e. Environmental Planning Advisory Committee (EPAC) Report

e. Information/Discussion

### OTHER INFORMATION/DISCUSSION

## 10. Future Agenda Items

## 10. Discussion

Members of the Committee and the Executive Director may request items for future discussion/action.

## 11. Adjournment

**\*ACTION MAY BE TAKEN ON ANY ITEM\***

*The Meeting Room is accessible to the handicapped. In compliance with the Americans with Disabilities Act (ADA), those requiring special assistance, such as large-type face print, sign language or other reasonable accommodations, may request those through the administrative offices at: 177 N. Church, Suite 405, Tucson, AZ 85701 (520) 792-1093, at least 24 hours before the meeting.*

**BIOSCIENCE, MEDICAL AND AEROSPACE TRANSPORTATION CORRIDOR**

**Background:**

Pima County has identified an area that already has a synergy of tech-related industry that requires additional infrastructure for the area to reach its full potential.

The area is being developed currently as the Bioscience, Medical, Aerospace and Technology Employment Center, and is the area in and around TIA.

**Discussion:**

Pima County staff will provide an overview on Pima County's proposal for future transportation and other infrastructure to support the development of a regional employment center.

**Recommendation:**

This presentation is for information only. At the discretion of TPC, the committee may provide additional PAG staff direction.



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## AGENDA PACKET MEMO

January 11, 2012

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### **BUDGET/OVERALL WORK PROGRAM (OWP) FOR FY 2012-2013**

#### **Background:**

Each year, the Regional Council adopts a budget and overall work program known as the OWP. The OWP identifies funding for PAG activities from federal, state and local sources. The majority of funding received is from federal and state sources for activities that support or directly relate to PAG activities as the federally designated metropolitan planning organization (MPO), many of which are required components of the regional transportation planning program. Local funding from each of the PAG member agencies is needed as the required match for the federal and state funds, and is also used to fund activities that are not eligible for other federal or state funds.

#### **Discussion:**

PAG's OWP is designed to address the roles and responsibilities that are required of PAG to meet specific federal and state mandates as well as to address major issues that are best addressed at a regional level. PAG activities also ensure that the region maintains eligibility for several categories of federal and state funds, especially for transportation improvement projects. PAG is designated as the Regional Transportation Authority for Pima County and must adhere to specific legislative requirements. Major federal and state requirements are outlined in the following pages.

Although we need to enhance and build the vision of a broad, integrated region with seamless systems and services, we also need to take care to balance that vision with the diverse needs of and real differences among jurisdictions, geographic areas and populations. PAG's ability to address complex regional issues is further complicated by a weak economy where budget deficits and funding issues will figure prominently and have impacts on PAG and its member jurisdictions.

A draft document describing anticipated work activities will be available at the meeting. PAG staff also will review the schedule and status of OWP development for the fiscal year. The schedule calls for additional Management Committee review in February and March with a recommendation needed to Regional Council for approval by April 2012.

#### **Recommendation:**

Discussion and possible direction.

## Overview of Required PAG Activities

PAG provides a regional forum for planning, coordination and consensus building regarding issues that cross jurisdictional boundaries. PAG activities also ensure that the region maintains eligibility for various federal and state funds and complies with a number of federal, state and legal requirements.

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### Federal Requirements

PAG has been designated to meet federal requirements in the following areas:

1. Metropolitan Planning Organization (MPO)
2. Water Quality Management Planning Agency
3. Lead Air Quality Planning Agency
4. Solid Waste Planning Agency

### Metropolitan Planning Organization

As the federally designated MPO, PAG has the following transportation-related responsibilities:

- Conduct a federally certified transportation planning process.
- Carry out an ongoing public involvement process.
- Prepare and implement a regional Congestion Management Process.
- Develop and apply management systems which may include pavement, bridge, congestion, transit, intermodal and safety.
- Prepare and maintain a current, fiscally constrained, five-year Transportation Improvement Program (TIP) that identifies scope, schedule and budget for all regionally significant transportation projects, regardless of fund source. The TIP secures more than \$100 million in federal, state and regional funding to specific transportation projects throughout the region.
- Prepare a fiscally constrained, multimodal Regional Transportation Plan (RTP) with a minimum 20-year time horizon and update that plan at least every four years.
- Prepare and update annually Public Transit-Human Services Coordinated Transportation Plan to guide transportation coordination in the region for older adults and persons with disabilities.
- Conduct Title VI analyses of transportation plans and programs to ensure nondiscrimination in federally assisted programs.

### Water Quality Management Planning Agency

Pursuant to Section 208 of the Water Pollution Control Act of 1972, PAG has been designated as the water quality management planning agency for the region and develops an area wide water quality management plan.

### Lead Air Quality Planning Agency

As the lead air quality planning agency, PAG assesses air quality conformity for transportation plans and programs and produces air quality plans for carbon monoxide, particulates and ozone.

### Solid Waste Planning Agency

Pursuant to Section 4006(b) of the Resource Conservation and Recovery Act of 1976, PAG is responsible for regional solid waste management planning.

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### State Requirements

PAG is required to conduct other plans or programs as a result of action of the Governor or Legislature, or pursuant to other contracts or agreements. State requirements include:

- PAG is designated as the Regional Transportation Authority (RTA) for Pima County and must adhere to specific legislative requirements (see separate section below).
- Per state statute, PAG is the recipient and must program regional 12.6% funds for the region.
- Pursuant to Executive Order, PAG develops regional and sub regional population updates and projections for use in planning and funding determinations.
- PAG is designated by the Arizona Department of Economic Security (DES) to develop a human

services plan in collaboration with local governments and human services stakeholders. The plan includes federal Social Services Block Grant funding recommendations for social services to children, adults, elderly, and persons with physical and developmental disabilities

- PAG is designated as the responsible agency in the State Implementation Plan (SIP) and by local jurisdiction ordinances for the regional Travel Reduction and Rideshare Programs. Additionally, these programs were designated as travel demand strategies to meet the requirements of the federal Clean Air Act following a 1985 civil lawsuit (McCarthy vs. Thomas). PAG's TRP program thus is an enforceable measure of both federal and state regulations.
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### **Regional Transportation Authority**

Regional Transportation Authority legislative requirements include development of a Regional Transportation Plan submitted for voter approval, preparation of an annual transportation improvement program, fiscal accountability for collected revenues and accountability for plan implementation, including preparation of an annual report on the status of plan delivery. The voter-approved Regional Transportation Plan identifies specific projects and time periods within which projects must be initiated as well as total required cost investments for each element of the plan. Plan elements and designated percent of funding include:

- |   |   |     |
|---|---|-----|
| ■ | Roadway Improvement Element                 | 58% |
| ■ | Safety Element                              | 9%  |
| ■ | Environmental and Economic Vitality Element | 6%  |
| ■ | Transit Element                             | 27% |
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## AGENDA PACKET MEMO

January 11, 2012

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### **PUBLIC INVOLVEMENT POLICY AMENDMENT**

#### **Background:**

PAG encourages public involvement in its regional planning and programming activities to ensure consensus among the jurisdictions and the people who live in the region. PAG's Public Involvement Policy (PIP) provides guidance on how to establish public participation from a wide spectrum of public interests.

From time to time, the federal government updates its policies and regulations regarding public involvement, and PAG must reflect those changes in its PIP.

#### **Discussion:**

The amendment to the PIP, originally adopted in 2006, includes the most current list of PAG and RTA programs covered by the plan. For example, the PIP now includes reference to the 2040 Regional Transportation Plan, PAG's role as the designated recipient of Federal Transit Administration Section 5307 Funds for urban transit and social media outreach tools.

The next update to the PIP will be required to be completed by 2015.

#### **Recommendation:**

The Committee will be asked to recommend the Amended 2006 Public Involvement Policy for adoption by Regional Council at an appropriately scheduled meeting after a 45-day public comment period.

Attachment: Amended 2006 Public Involvement Policy



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January 11, 2012

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### **2040 RTP AMENDMENT**

#### **Background:**

Federal transportation legislation requires that each metropolitan planning area in the United States develop a long-range regional transportation plan (RTP). For the PAG region, the plan must be updated every four years. The 2040 RTP was adopted by the PAG Regional Council on July 1, 2010. Extensive public involvement was solicited and acted upon during the two years that the plan was in development. New information or changing conditions and needs may require revisions or amendments to existing plans.

#### **Discussion:**

In October 2011, the Arizona Department of Transportation (ADOT) requested an amendment to the 2040 RTP to include additional widening on Interstate 10 based on new engineering information. In addition, PAG asked the local jurisdictions to review and identify any needed changes or additions to their project lists.

The amendment process for the 2040 RTP will include:

- January 2012: Transportation Planning Committee, the Management Committee, and the Regional Council initial review and comment.
- February 2012: 30-day comment period and public open house to be scheduled.
- March 2012: Transportation Planning Committee, the Management Committee, and the Regional Council review and final recommendation.

The attached memo and map provides details on the contents of the amendment.

#### **Recommendation:**

This is an information item.



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### **RTA REGIONAL DIAL-A-RIDE POLICIES AND BRANDING**

#### **Background:**

Based on the voter-approved 2006 Regional Transportation Plan (RTP) and the Transit Element Policies, Objectives and Procedures (POP), the RTA is charged with creating a seamless regional transit system and expanding services for seniors and persons with disabilities under the Special Needs Transit Services category (Project 47). Planning efforts and changes to the Special Needs Transit Services since 2006 are described in Attachment A. Although positive changes have been made to Special Needs Transit Services, no definitive agreement has been reached on how to implement a seamless regional system for seniors and persons with disabilities.

More recently, local jurisdictional funding of transit services for seniors and persons with disabilities has become a critical issue with the elimination of Local Transportation Assistance Funds (LTAF). This funding shortfall has caused communities to look for alternatives to sustain their existing transit services. In July 2011, the Town of Oro Valley asked the RTA to consider regional options for its Coyote Run service. Lastly, three of RTA's fixed-route neighborhood circulator routes (Routes 402, 420 and 425) have evolved toward a general public dial-ride system (Sun Shuttle Dial-a-Ride) to more appropriately serve the areas around the Town of Oro Valley and Green Valley/Sahuarita.

Dial-a-ride service is characterized by the use of vans or small buses operating in response to calls from passengers to the transit provider, who then dispatches a vehicle to pick up the passengers and transport them to their destinations. This type of service is most often provided by transit agencies for persons with disabilities to comply with the American with Disabilities Act (ADA), which is defined by the Federal Transit Administration as paratransit service. Dial-a-ride service is also used to provide transit service for seniors and the general public.

#### **Discussion:**

Given the above, the RTA Transit Working Group identified a strategy which would make incremental progress toward creating a seamless regional dial-a-ride system by focusing on four initial objectives and associated tasks:

1. Creating common service policies and standards among the various existing dial-a-ride services.
  - o Evaluate policies and standards and options for commonality
  - o Recommend and approve common policies and standards
2. Establishing a regional dial-a-ride system brand that can be used to unify the various existing dial-a-rides.
  - o Evaluate brand options and implementation strategy
  - o Rebrand Coyote Run, RTA Special Needs (Handi-car) and Sun Shuttle Dial-a-Ride
3. Establishing a single customer call number
  - o Evaluate options and implementation strategies
  - o Implement/consolidate call center functions (reservations, scheduling and dispatch)
4. Expanding the special needs service boundary to include unserved portions of Marana.

- o Evaluate unserved areas and potential implementation strategies
- o Recommend service area expansion to unserved areas

These objectives are consistent with recommendations identified in prior RTA studies and RTA Transit Working Group recommendations. To date, the RTA Transit Working Group has evaluated and developed initial recommendations for three of the four objectives: 1) service policies and standards; 2) regional dial-a-ride system brand; and 3) single customer call number. The RTA Transit Working Group will continue to evaluate the customer call number and service boundary objectives in the next few months and will forward additional recommendations to the RTA TPC at that time. Provided below is information on:

- Recommended regional service policies and standards
- Initial recommended regional dial-a-ride brand
- Initial customer call center phasing plan
- Anticipated implementation schedule

### Regional Service Policies and Standards

Based on existing policies and service standards for Sun Van, Handi-car, Sun Shuttle Dial-a-Ride and Coyote Run, the RTA Transit Working Group discussed 31 service policies and standards, which deal with the following operational areas:

- Eligibility
- Days of Operation and Service Hours
- Scheduling and Reservations
- Fares
- Cancellations and No Shows
- On-time Performance
- Operations Policies
- Suspension and Appeal

The RTA Transit Working Group worked toward creating commonality between the existing policies and service standards. In most cases, minor modifications were made to the existing policies. The RTA Transit Working Group also defined two ADA service types as follows:

- Complementary ADA Service (49 CFR Sec.37.131) – federally mandated origin to destination service that operates in the same area and same operating hours as fixed routes (excluding commuter routes) has comparable response times and fares, meets any trip purpose and has no limits on service availability due to capacity.
- Optional ADA Service – demand response, origin to destination, transit service that operates beyond federal ADA paratransit mandates and requires regional ADA certification for eligibility.

The recommended service policies and standards for complementary ADA service, optional ADA service, seniors and general public dial-a-ride are described in Attachment B.

### Regional Dial-A-Ride Brand

The RTA Transit Working Group agreed to use the following principles for Sun branding of the regional dial-a-ride system:

- Minimize the disruption of existing brands
- Use the existing brands for regional branding rather than create new sub-brand

Based on these principles, three general options are available: 1) Using Sun Van, 2) Using Sun Shuttle Dial-a-ride; 3) Using both Sun Shuttle Dial-a-Ride and Sun Van with the possibility of consolidating to one name at a future date. The RTA Transit Working Group is recommending option three and that as an initial first step the Sun Shuttle Dial-a-Ride name be used for the integration of Coyote Run into the regional dial-a-ride system.

#### Initial Customer Call Center Phasing Plan

There are currently six telephone numbers that a dial-a-ride customer might have to call to become an eligible customer, access information or schedule a trip. A graph of these telephone numbers by service provider and dial-a-ride functions is shown in Attachment C. The RTA Transit Working Group agreed upon three principles to guide discussion of a single customer call center:

- Minimize disruption to passengers with disabilities
- Use an incremental approach in working toward one number
- Rely on existing technology as much as possible during initial stages of implementation

Based on the above principles and federal telephone wait-time performance requirements for the complementary ADA reservations, a three-phase concept plan was developed as an initial starting point for further research and evaluation. The phasing plan integrates telephone numbers over time based on dial-a-ride functions rather than service provider. This three-phase concept plan is shown in Attachment C.

#### Anticipated Implementation Schedule

Based on the recommendations above and upcoming renewal of service contracts, an initial implementation schedule is provided as follows:

*Town of Oro Valley.* As an initial step in the creation of a seamless regional dial-a-ride system, staff worked with the Town of Oro Valley to draft an amendment to the existing intergovernmental agreement for Sun Shuttle Dial-a-Ride Oro Valley, which would merge the Town of Oro Valley's Coyote Run into the regional dial-a-ride system. This merging is cost neutral for the RTA by removing duplicative ADA trips, which are operated by Handi-car. The merging also allows for greater operational efficiencies for the Town of Oro Valley, which will help the Town sustain its senior transit services.

Under the current agreement, the RTA funds general public trips on the Sun Shuttle Dial-a-Ride Oro Valley. Under the proposed amendment, the RTA would also fund all regional ADA dial-a-ride trips originating in the Sun Shuttle Dial-a-Ride Oro Valley service area. The funding of expanded regional Special Needs Transit Services for Oro Valley is in accordance with the RTA's Administrative Code. At the Town's discretion, it will fund senior trips outside of the general public Sun Shuttle Dial-a-Ride Oro Valley zone. The Town of Oro Valley would agree to operate these services under the regional dial-a-ride service policies and regional system brand, eliminating the Coyote Run brand.

The amendment would also extend the term of the agreement until June 2013. At the end of this term, the services may be folded into the re-procurement of the RTA Special Needs Contract (see additional information below regarding this contract). At that time, the Town of Oro Valley could choose to submit a competitive bid for the Sun Shuttle Dial-a-Ride Oro Valley services or participate in the procurement selection panel for the Special Needs contractor.

It is anticipated that the amendment will be placed on the January 26 RTA Board meeting agenda for consideration. If the amendment is approved by the RTA Board and Oro Valley City Council, the merging

of the Town of Oro Valley transit services into the regional dial-a-ride system would occur in February 2012.

RTA Special Needs Contract With Handi-car. Two one-year renewals of the RTA Special Needs Contract with Handi-car are available in February 2012 and could extend the contract until June 2014. Staff will be recommending to the RTA Board at the January 26 Board meeting that a 17-month renewal (terminating on June 30 of 2013) be approved. Staff will use the additional year to work with the RTA Transit Working Group on developing a scope of work for competitive bids. It is anticipated that any approved regional dial-a-ride system objectives will be incorporated into the scope of work as requirements.

**Recommendation:**

The RTA Transit Working Group recommends that the Management Committee approve the recommended regional dial-a-ride service policies and standards, the recommended regional branding of Coyote Run to Sun Shuttle Dial-a-Ride, and subsequently pass along these recommendations to the RTA Board for further consideration.

**Attachments:**

Attachment A – RTA Special Needs Transit Background

Attachment B – Recommended Regional Dial-a-Ride Service Policies and Standards

Attachment C – Initial Call Center Phasing Plan

## **SMALL BUSINESS ENTERPRISE (SBE) GOALS AND RTA PROJECTS**

### **Background:**

At the Call to the Public during a recent Regional Council meeting, Ramon Gaanderse, Executive Director of Tucson Utility Contractors Association, expressed concern about the high SBE goal applied to RTA funded projects, and that the high goal was likely to result in less competitive bids. The RTA Board asked that this item be placed on the next agenda for discussion.

### **Discussion:**

Staff was made aware of concerns related to the SBE requirements on the upcoming Houghton Road project, as expressed by contractors at the September TUCA/PAG meeting. A memo was sent to all jurisdictions on Oct. 3, requesting that all jurisdictions identify their adopted ordinances and policies relating to SBE requirements. They were also asked to list all RTA funded projects currently being bid as well as those which have been bid within the last 24 months, together with the SBE requirements for those projects.

The City of Tucson and Pima County are the only jurisdictions which have adopted policies and ordinances relating to SBE requirements. The other communities acknowledge that there are times when federal funding brings about other requirements, but that these requirements are administered by ADOT. The range in SBE goals on recently awarded and currently bidding projects is between 0 percent and 28 percent.

The RTA TMC Policy Subcommittee discussed this issue on Oct. 21, and voted to recommend to the RTA TMC that a maximum SBE goal for RTA-funded projects be set at 10 percent. This recommendation, together with a recommendation from staff was presented to the RTA TMC at its meeting on Nov. 29. The RTA TMC voted unanimously to recommend to the RTA Board that SBE Goals be capped at 10 percent on all projects with more than \$2 million of RTA funding.

The RTA TMC's recommendation was presented to the RTA Board at its Dec. 1, 2011, meeting. The RTA Board continued the item until its Jan. 26, 2012, meeting to allow the newly seated Mayor of the City of Tucson to participate in the discussion.

Management Committee will be briefed on recent discussions and actions related to this matter.

### **Recommendation:**

This is for information only.

## **EXPANSION OF SCOPE FOR RTA BUS PULLOUT PROGRAM**

### **Background:**

The RTA Plan includes \$30,000,000 for 200 transit corridor bus pullouts. In July 2009 the RTA Board approved \$7.03 million in funding for the construction of 40 high volume bus pullouts on major corridors throughout the region, to be administered by the RTA.

To date a total of 84 bus pullouts have been programmed by the RTA, with total cost approaching \$11 million.

### **Discussion:**

The RTA Bus Pullout program is well under way and recent bids have been favorable. While much work in right of way acquisition continues, staff has appraisals and offers of just compensation complete. The overall construction cost estimate has been reduced, from \$7.03 million to \$5.83 million. The favorable bidding and real estate prices allow for an expanded project list, under the existing funding amount.

Staff has been working with ADOT, Pima County, Oro Valley, City of Tucson and Sun Tran to address some long standing transit problems along Oracle Road (service from Routes 16, 103X, 107X, 312X). Currently, most of the existing stops along Oracle Road are temporary, with no amenities or shelters. Staff has been working with the other jurisdictions to identify the issues which prevent permanent bus stops. The issues identified include the provision of "continuity paths" where sidewalks do not currently exist along Oracle Road, as well as a variety of clear zone, permitting and maintenance concerns.

Some recent progress has been made on these issues. Rep. Vic Williams, at Oro Valley's request, shepherded a bill through the legislature that allowed ADOT to issue permits for bus stops north of Ina Road (>45 mph speed limit). We have worked with ADOT to revise its permit standards to allow for bus stops on roads greater than 4 lanes wide, and bus pullouts constructed by ADOT during recent road widening projects are now under permit to the RTA. Additionally, Pima County has recently completed construction of pullout and shelter improvements at the Ina/Oracle intersection (SB) which is a transfer point between Route 16 and Sun Shuttle Route 401.

Staff proposes that further work be done to improve transit facilities on the Oracle Road corridor, the next phase of which is the construction of four new pullouts at Oracle/Rudasill (SB), Oracle/Lavery Lane (SB), Oracle/Casas Adobes (SB) and Oracle/Casas Adobes (NB). These additional pullouts, and the associated shelters, signage, and continuity paths, as well as curbing and drainage improvements constitute Bus Pullout Package 15, and can be implemented within the amount programmed for the original 40 RTA bus pullouts.

The RTA has been using the existing on-call engineering consultants list developed by the City of Tucson, and it is recommended that Kimley-Horn Associates be awarded a design contract for these pullouts.

### **Recommendation:**

Staff recommends the expansion of the RTA Bus Pullout Program to include Bus Pullout Package 15, and to award the design contract to Kimley-Horn Associates.

**TIP SUBCOMMITTEE REPORT INCLUDING AMENDMENT #5 TO THE 2012-2016 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

**Background:**

The Transportation Improvement Program (TIP), prepared by Pima Association of Governments (PAG), is a five-year schedule and budget of proposed transportation improvements within Pima County. The TIP is typically updated annually through a multi-step process in association with PAG's member jurisdictions and other implementing agencies. The TIP addresses improvements to diverse elements of the regional transportation system including national, state and local highways, transit, aviation, ride sharing, bikeways and pedestrian facilities. The TIP also responds to various state and federal regulatory requirements for development of a transportation improvement program.

**Discussion:**

The PAG TIP Subcommittee Chair or a Subcommittee representative will be available to report on the **November 15, 2011**, PAG TIP Subcommittee meeting, including:

- This meeting was used by the TIP Subcommittee to program projects relating to the 2013-2017 "Call-for-Projects" released in early October 2011. There were no action items at the November 15, 2011, meeting. Further development of the 2013-2017 TIP to take place at the Dec. 20, 2011, TIP Subcommittee meeting.

The PAG TIP Subcommittee Chair or a Subcommittee representative will be available to report on the **Dec. 20, 2011**, PAG TIP Subcommittee meeting, including:

- TIP Amendments
- TIP Development 2013-2017

Amendment #5 to the FY 2012-2016 TIP includes the following items:

*In order to meet constraint with 2.6% funds and satisfy the ADOT Program, ADOT has requested the following amendments.*

**Item A:**

**(#117.07):** A request from the Arizona Department of Transportation (ADOT) for the **SR 86: @ Indian Reservation Roads #15 project**, to delete 2.6% funding in the amount of \$2 million.

**(#10.09):** from the Arizona Department of Transportation (ADOT) to drop project **SR 86: San Isidro Intersection** in the amount of \$200K in 2.6% funds.

**Item B: (#46.06):** A request from the Arizona Department of Transportation (ADOT) for the **SR 86: MP 115.8 - 120.6 (Town of Sells to Fresno) project** to update milepost locations and increase project funding by \$4.2 million in 2.6% funds in FY 14. Additional funding comes from 2.6% balance carryover.

**Item C:**

**(#4.12):** A request from the Arizona Department of Transportation (ADOT) for the **I-19: SB Valencia Off-Ramp Expansion project**, adding the project with \$700 K in 2.6% funding in FY 12, and \$2.9 million in FY 13. Funding

comes from project #105.03, **SR:86 Kitt Peak Rd. Segment.**

**(#105.03):** A request from the Arizona Department of Transportation (ADOT) to change funding type in the PAG TIP to match the ADOT program. Then reduce 2.6% funding and add to project #4.12 above.

**Item D:** A request from the Arizona Department of Transportation (ADOT) for the

- **I-10: East Corridor Study: I-19 East to Cochise County line (#753.00)** – Add \$2 million in FY 12 in ASTP funds from TIP ID #'s 3.03.
- **I-10: Ruthrauff TI – Phase I (#5.12)**– Add project with 2.6% and ASTP funds from #3.03.
- **(#45.01)** A request from the Arizona Department of Transportation (ADOT) to delete 2.6% project funding on SR 86: MP 123.9 - 128.8 (San Isidro Rd. Segment) and reduce ASTP funding by \$6 million in FY 12 and move to project #3.03.
- **(# 3.03) SR 86: MP 128.5 - 132.8 (Santa Rosa Ranch Rd. Segment)** – Reduce ASTP funding from project and move funding to projects #5.1 & 753.

**Item E:**

- **I-10: Ruthrauff to Ina DCR (#95.02)** – Delete \$1.3 million in 2.6% funds from FY 12.
- **SR-83: Pavement Rehabilitation (#75.10)** – Delete 2.6% funding from project in the amount of \$1.4 million.

### **RTA Item**

**Item F (#6.12):** A request from the City of South Tucson to add the 4th Avenue Street Lighting Improvement Safety project. The project is funded with \$80 K from the RTA's Elderly and Pedestrian Safety Improvements element. The funding from the RTA helps meet the statutory requirements from the plan to the City of South Tucson.

**Item G:**

A request from the Town of Sahuarita to add the Sahuarita Town Hall Park-and-Ride (#97.08) to the current Funding comes from LTAF II funds in the amount of \$52K.

**Item H:**

A request from Marana to move funding from projects **#6.11 and 7.11** in the amount of \$29k to the Traffic Signal Controller – Marana project, **#7.12**.

**Item I:**

**3.13:** A request from the City of Tucson to add an HSIP project in the amount of \$283k with \$17k in Local match in FY 13 for the 4th/Congress/Toole safety Project.

**9.12:** A request from Pima County to add the HAWK- Palo Verde Rd and Milton Rd to the current TIP. HSIP funds in the amount of \$204K and \$12K in local match in FY 13.

**8.12:** A request from Pima County to add the HAWK- Palo Verde Rd and Alvord Rd. to the current TIP. HSIP funds in the amount of \$198K and \$12K in local match in FY 13.

**Item J:**

A request from PAG to program \$69k in HSIP funds and \$4k in local match for FY 13 for the PAG Regional RSA Program.

The proposed changes will not have a significant effect on the air quality conformity findings or fiscal constraint analysis of the TIP.

### **Recommendation:**

The TIP Subcommittee, Transportation Planning and Management Committees recommend the Regional Council approve Amendment #5 to the FY 2012-2016 Transportation Improvement Program.



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## AGENDA PACKET MEMO

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### **FY 2012-13 SOCIAL SERVICES BLOCK GRANT (SSBG) PLAN**

#### **Background:**

Each year the PAG region completes and adopts a Title XX plan to allocate Social Services Block Grant (SSBG) funds. PAG conducts this work at the request of the Arizona Department of Economic Security (DES) which receives funding from the U.S. Department of Health and Human Services for the program. The PAG region has drafted a FY 2012-2013 SSBG/Title XX plan for Management Committee consideration based on an anticipated budget of \$1,505,634.

#### **Discussion:**

The Social Services Planning Committee met on September 29, October 11, October 24 and November 16, 2011, to identify service needs and funding to meet specified service intents. The Committee used the same process that was used last year to develop the SSBG budget. The process included the creation of fact sheets on the current human services conditions in the region, the use of score sheets to evaluate recommended services and detailed discussions of the priorities for SSBG funds. There was broad, active participation from the jurisdictions and the social services agencies who have received SSBG funding over the past five years. As a reminder, Management Committee helped to reinvigorate the Social Services Planning Committee two years ago and ensure a more regional process by assigning a staff person to the committee, if one wasn't already participating.

The Department of Economic Security (DES) is currently estimating that FY12-13 SSBG funds will hold constant with the FY11-12 SSBG funding levels. The SSBG plan is due to DES in March 2012. DES will then solicit proposals and procure the services in PAG's SSBG plan in mid-to late 2012.

PAG staff will be available to answer any questions about the draft FY 12-13 SSBG/Title XX Plan.

#### **Recommendations:**

The Management Committee is asked to recommend Regional Council adoption of the FY 2012-2013 SSBG/Title XX Plan.

This is a consent item.

*Attachment:* FY 2012-13 SSBG/Title XX Draft Plan

## **PAG TRANSPORTATION PLANNING COMMITTEE (TPC) REPORT**

### **Background:**

Staff is available to report on the Jan. 4, 2012, PAG Transportation Planning Committee (TPC) meeting.

### **Discussion:**

The PAG TPC agenda included:

- Bioscience, Medical, Aerospace and Technology Employment Center Transportation Corridor Presentation. See separate agenda item.
- Amendment #5 to the FY2012-2016 TIP. See separate agenda item.
- PAG's Public Involvement Policy (PIP) Amendment. See separate agenda item.
- 2040 RTP Amendment. See separate agenda item.
- Transportation Art by Youth 2012 Submittals - PAG Regional Council has delegated Transportation Art by Youth project approval to the Transportation Planning Committee. TPC approved three Transportation Art by Youth submissions for the Towns of Oro Valley and Sahuarita, and the Pascua Yaqui Tribe.
- Transportation Enhancements: Round 19 - In 2012, ADOT will be conducting Round 19 of the Transportation Enhancement funding process. PAG staff will outline the state and regional process and the associated deadlines.
- Summary of Regional Transportation Studies
- TPC Finance Subcommittee Report

### **Recommendation:**

This is an information item.



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## AGENDA PACKET MEMO

January 11, 2012

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**Pima Association of Governments**  
177 N. Church Ave, Suite 405  
Tucson, Arizona 85701

### **EPAC TOP 10 ENVIRONMENTAL ISSUES LIST**

#### **Background:**

The Environmental Planning Advisory Committee (EPAC) works to promote, support and encourage environmental awareness. By receiving timely presentations and engaging in cross-sector discussions, EPAC members actively monitor environmental issues and, in turn, keep the PAG Management Committee and Regional Council abreast of developments through PAG's EPAC update memoranda.

EPAC has annually produced a list of the Top Ten Environmental issues since 2010. The first Top Ten Issues list was submitted to PAG's Management Committee and Regional Council as an informational item in January 2010. EPAC members feel that the Top Ten Environmental issues are a priority for the region and ask that PAG schedule EPAC presentations to help them to stay informed so that they can relay accurate and timely information to the entities they represent. Being informed about current issues and regulatory changes is critical because municipalities, agencies and organizations need to be responsive to changes in environmental regulations and requirements.

#### **Discussion:**

During 2011, EPAC successfully covered all the key issues highlighted in the 2010 Top Ten List, as well as touching on many other topics of regional interest. As an advisory committee to the PAG Management Committee and Regional Council, EPAC revisited and revised the list this year in order to highlight key environmental issues likely to be of note for our region during 2012 (see attached). EPAC voted at its Dec. 2, 2011 meeting to forward the Top Ten Environmental Issues List to PAG's Management Committee and Regional Council.

#### **Recommendation:**

Information Only

# **TOP 10 Environmental Issues**

## **January 2012**

This Top Ten Environmental Issues List was prepared by Pima Association of Governments and approved by its Environmental Planning Advisory Committee (EPAC) on December 2, 2011. The list is arranged alphabetically not according to priority.

### **Air quality and transportation choices**

The Tucson region continues to monitor ozone levels close to the National Ambient Air Quality Standard set by the U.S. Environmental Protection Agency (EPA) to protect public health and welfare. On-road mobile sources are a major contributor to air pollution in the Tucson region. EPAC and its subcommittees will assist in the efforts of PAG's Sustainable Environment Program to improve regional education and awareness of transportation choices as a means to reduce air pollution and improve quality of life. EPAC will receive regular updates on PAG's Travel Demand Management Program which works to promote travel by alternative modes by employees of local businesses and the public at large.

### **Alternative energy and clean fuels**

Local efforts are under way by PAG's Energy Program, jurisdictions and others in areas such as renewable energy, green buildings, solar energy, energy efficiency and clean fuels. In addition, Tucson was selected as one of the initial cities for the launch of all-electric vehicles such as the Nissan LEAF, the Ford Focus, and the development of a rich electric vehicle charging infrastructure with American Recovery and Reinvestment Act (ARRA) funds. PAG's Clean Cities Program, as a part of a nationwide EV infrastructure initiative, is working to ensure EV infrastructure availability, and is also addressing other clean fuel infrastructure such as compressed natural gas (CNG) and propane for automobiles called propane autogas. EPAC will continue to be informed on these developments and any related issues.

### **Buffelgrass and control of invasive species**

The rapid spread of buffelgrass and other invasive species is a primary ecosystem concern for our region. Buffelgrass, in particular, is replacing fire-resistant native grasses to create dense fire-prone, hot-burning grasslands, which not only poses a daunting wildfire risk to the desert landscape and wildlife habitat, but also threatens urban infrastructure and structures, thereby placing human health and safety at risk. EPAC is kept abreast of key efforts through regular reports from the Southern Arizona Buffelgrass Coordination Center's Executive Director. EPAC also helps to promote and disseminate information about Beat Back Buffelgrass Day, which is held in late January/early February each year.

### **Climate change and greenhouse gas emissions**

In the desert southwest, scientists predict that climate change will result in longer, warmer and drier summers. Quantifying and updating regional greenhouse gas emissions is an on-going process. Currently, efforts are under way to address greenhouse gas mitigation and climate change adaptability through regional planning and by promoting sustainability policies by local jurisdictions. EPAC will keep informed on these efforts and coordinate as appropriate.

### **Integrated planning to ensure coordination for a sustainable future**

Recognizing that long-term sustainability planning has environmental, economic and social dimensions, EPAC assists the region by serving as a forum for sharing regional planning efforts including those dealing with air and water quality, stormwater management, waste reduction, habitat conservation, renewable energy, wildlife and invasive species issues. As opportunities arise, members may address and explore coordination opportunities including working together to write consensus resolutions on particular topics. EPAC will also follow the Imagine

Greater Tucson visioning and planning process, which works to integrate our region's core values with various transportation, urban form, and infrastructure planning efforts.

### **Open space and wildlife corridor preservation**

Through our region's habitat conservation plans, there is clear recognition that open space and wildlife corridors are key to the health of wildlife within our ecosystem. EPAC receives regular updates on habitat conservation plans, wildlife crossings funded through the RTA, and other habitat/wildlife issues and will coordinate as appropriate.

### **Regional wastewater planning and coordination**

As the Water Quality Management Planning Agency, PAG maintains the Areawide Water Quality Management Plan ("208 Plan"), which requires that all existing and new wastewater facilities are in conformance with the plan. Currently, there are no 208 amendments pending within Pima County. However, should a new amendment be submitted, EPAC and its subcommittees will review and make recommendations as part of the PAG 208 process.

### **Regional water**

The Regional Water Assessment Task Force ThinkTank report, published August 2011, described stakeholders input and recommended that our region conduct a best management evaluation and form four regional water strategy groups. These groups are: Supply; Infrastructure; Conservation/Demand Management, and Reliability, Sustainability, Aquifer Health. The Task Force continues to work with stakeholders and water professionals to move the process into the next phase. EPAC is regularly informed about this process and helps by providing feedback and disseminating information to its member organizations.

### **Stormwater management**

The EPA is currently collecting information from key stakeholders in preparation for revising its stormwater regulations and possibly moving to a watershed-based approach. Partly in response to this, many regional entities are exploring low impact development as a means of meeting stormwater management goals. EPAC and its subcommittees serve to facilitate discussions and, if needed, coordinate comments to EPA and to its implementing state agency, the Arizona Department of Environmental Quality (ADEQ).

### **Sustainability**

Municipalities, utilities, non-profits, community groups and businesses continue to focus on developing sustainability strategies in order to build long-term environmental, economic and social vitality in our community. PAG's Sustainable Environment Program fosters environment stewardship as a means to build economic well being in our region. EPAC will be informed of the program's development and may provide input about opportunities for coordination and collaboration.



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## AGENDA PACKET MEMO

January 11, 2012

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### **ENVIRONMENTAL PLANNING ADVISORY COMMITTEE REPORT**

#### **Background:**

EPAC provides information to and coordinates among jurisdictional and other members in order to advise the PAG Regional Council, Management Committee and Executive Director on regional environmental planning issues.

#### **Discussion:**

##### **EPAC Updates**

- EPAC met on December 4, 2011

##### **EPAC Items of Interest**

At the Dec. 2, 2011, EPAC meeting, the outgoing chair, Stephen Dean, the Town of Oro Valley Citizen Representative, and vice chair, Jorga Riggerbach, Pima County Citizen Representative, were thanked by EPAC and received certificates from PAG in appreciation for their two years of service and leadership.

EPAC members received a presentation from Dr. Eve Halper, Bureau of Reclamation, on using remote sensing data to examine the effect of residential irrigation on Tucson's urban vegetation and urban heat island effect. She showed both urban heat islands and sinks in residential areas and the greening of Tucson's residential areas between 1984 and 2008, even while household water use declined. This occurred from vegetation established after the wet period following the drought in the 1950s. Higher density areas with less yard space greened less.

Rick Ellis, Engineering Division Manager with Pima County Department of Transportation, gave a brief background on the Wildlife Linkages Working Group that was formed with the passage of the Regional Transportation Authority (RTA). He addressed how the group is approaching wildlife crossing opportunities and the installation of culverts and fencing to reduce wildlife mortality and increase mobility. He provided an update on their efforts to date as a result of the funds that have been made available through the RTA.

Members of EPAC voted to endorse new officers for chair and vice chair for EPAC for a two-year term of office. A motion to nominate Jorga Riggerbach, Pima County Citizen Representative, and Jeff Yockey, Energy Industry Representative, Tucson Electric Power, was made and passed unanimously. These positions will be effective January 2012.

A brief discussion by the committee on the modified EPAC Top Ten Environmental Issues List was led by Lee Comrie, PAG. A motion to forward the Issues List to the PAG Management Committee and Regional Council was made and passed unanimously.

##### **EPAC Subcommittee and Program Updates**

#### **Air Quality**

PAG hosted a two-day workshop on the MOVES vehicle emissions model, taught by EPA/Federal Highway Administration representatives. The Air Quality Subcommittee held its quarterly meeting in December. Dr. Paloma Beamer, the University of Arizona's (UA) Mel and Enid Zuckerman College of Public Health, provided a summary of her on-going research on the link between roadway diesel emissions and childhood health

problems. Additionally, Dr. William Sprigg, UA Institute of Atmospheric Physics presented an overview of his work on the development of a new dust storm forecasting model. The next AQS meeting will be held on March 13, 2012.

### **Watershed Planning**

The Stormwater Management Working Group began planning the annual construction regulations seminar to be held in early March 2012. Planning efforts are also underway for the southwest regional Arid Low Impact Development conference being held on March 27-29, 2012 in Tucson.

The Watershed Planning Subcommittee met last in November 2011 and will meet again on Jan. 30, 2012.

### **Future EPAC Agenda Items**

The next EPAC meeting will be held on Friday, Jan. 6 at 9:30 a.m. Presentations planned include a City of Tucson Climate Change Update, a presentation on geothermal energy use in the United States, and a presentation on climate and environmental changes interact with human health issues.

### **Recommendation:**

Information Only