

Technical Management Committee Meeting

At or after 8:30 a.m., Wednesday, September 9, 2026
1 E. Broadway Blvd., Tucson
4th Floor conference room

Public Access to Meeting Audio/Presentation:

<https://www.youtube.com/live/RjaRPpzCbhA>

Pursuant to A.R.S. 38-431.02, notice is hereby given to the public and to the committee members that the Technical Management (TMC) Committee of the Regional Transportation Authority of Pima County will have a meeting at the above stated time and date. The following is an agenda of the matters to be considered, discussed and acted upon. The sequence of the agenda may be changed by the Chair.

In compliance with open meeting laws, PAG-RTA meeting agendas requiring public notice are posted at the official address referenced above and are available for public review during official PAG/RTA business hours, excluding weekends and legal holidays.

Members of the Committee will attend the meeting in person at the address noted above. The meeting room will be open to the public. However, members of the public are invited to attend the meeting via the link above. Members of the public may submit written comments relating to this meeting to info@rtamobility.com within 24 hours of the meeting's posted start time. These comments will be filed with the committee's records.

The RTA is committed to maintaining high standards of conduct and prohibits harassment and retaliation against all employees pursuant to Pima Association of Governments' Policy Against Discrimination, Harassment and Retaliation. It is the responsibility of all committee members to comply with and to report violations or suspected violations of the Rules of Conduct, PAG/RTA policies, or state laws.

PAG's Rules of Conduct require committee members to observe high standards of conduct and personal ethics in the conduct of their duties and responsibilities. Committee members are prohibited from interfering with the administrative functions of the organization and must comply with the open meeting laws and all other applicable laws, regulations and policies.

AGENDA

1. Call to Order

2. Approval of TMC Meeting Summaries

The meeting recordings serve as the official minutes for the meetings. The draft meeting summary only provides a general description of the matters considered at the previous meeting including any action items that were taken by the committee.

Action: Approval of May 13, 2026, and May 27, 2026, meeting summaries.

3. Consent Agenda Items

All items listed under the Consent Agenda will be enacted by one motion unless the TMC elects to remove an item for discussion and possible action.

Individual Action is noted on each item below.

Staff are available to report on any of these items.

Items a-b: Require Action

a. 2026 RTA Title VI Plan

Action: Review and recommend approval of the 2026 RTA Title VI Plan to the RTA Board with subsequent submittal to ADOT as required.

b. MTM Contract Amendment

Action: Review and recommend approval of the MTM Contract Amendment to the RTA Board.

4. RTA | Jurisdiction Master Intergovernmental Agreements (IGA) – City of South Tucson, Town of Oro Valley, Town of Marana, Town of Sahuarita, Pima County and City of Tucson

PAG | RTA staff will review the final Draft Master IGA between the RTA and the City of South Tucson, Town of Oro Valley, Town of Marana, Town of Sahuarita, Pima County and the City of Tucson prior to presentation to the RTA Board for final approval.

Action: Discussion and recommendation to the RTA Board for approval of the Master IGA between the RTA and the City of South Tucson, Town of Oro Valley, Town of Marana, Town of Sahuarita, Pima County and City of Tucson.

5. RTA | Jurisdiction Master Transit Intergovernmental Agreements (IGA) - City of Tucson and Town of Oro Valley

PAG | RTA staff will review the final Draft Transit Master IGA between RTA and the City of Tucson and Town of Oro Valley prior to the presentation to the RTA Board for final approval.

Action: Discussion and recommendation to the RTA Board for approval of the Master Transit IGA between the RTA and the City of Tucson, and Town of Oro Valley.

6. Conflict of Interest (COI) and Oath of Office Forms

PAG | RTA staff will provide the Conflict of Interest and the Oath of Office forms for committee member signatures.

7. RTA Quarterly Report

PAG | RTA staff will provide an update on RTA Plan activities, including project delivery, financial components, program activities, and project performance tracking, analysis, and reporting. Staff is also recommending and requesting authorization for the RTA to serve as the entity responsible for the full delivery of the N. First Avenue, Grant Road to River Road, and Houghton Road, Broadway Road to Tanque Verde Road projects, in partnership with the City of Tucson.

Action: Discussion and possible recommendations to the RTA Board based on the presentation of the RTA Quarterly Report.

Action: Discussion and recommendation to the RTA Board to authorize the RTA to serve as the entity responsible for the delivery of First Avenue (RTA #2006-14) and Houghton Road (RTA #2006-32) RTA projects in partnership with the City of Tucson

8. 30% Design Review for North First Ave. from Grant Road to River Road

This item will include a presentation of the 30% design for the North First Avenue project from River Road to Grant Road (RTA #2006-14).

Action: Discussion and recommendation to the RTA Board for approval of the 30% design for the North First Avenue, River Road to Grant Road (RTA #2006-14) project.

9. RTA Process Mapping

PAG | RTA staff will provide an overview of current RTA process-mapping efforts, including workflow documentation, roles, and procedural alignment across RTA programs.

10. RTA Experience Builder Demonstration

PAG | RTA staff will present an overview of the Experience Builder mapping tool, followed by a live demonstration.

11. Future Agenda Items

Members of the committee may suggest agenda topics to be considered by the RTA for discussion at a future meeting.

Unless items are already listed on the agenda, future agenda items may not be discussed at this meeting.

12. Adjournment

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

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

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



Technical Management Committee Meeting | Retreat Summary

Summary of Wednesday, May 13, 2026, Meeting

Full Video Recording (YouTube): at: <https://www.youtube.com/live/6ePGFbaUUbk>

The meeting recording serves as the official minutes of the meeting.

Committee Members Present

Jeremy Moore, ADOT
Sam Credio, City of Tucson
Terry Rozema, Town of Marana
Paul Keesler for Jeff Wilkins, Town of Oro Valley
Josué Licea for Veronica Moreno, South Tucson
Jason Bahe, Pascua Yaqui Tribe
Jan Leshner, Pima County
Shane Dille, Town of Sahuarita
Kristina Swallow, City of Tucson (virtual)
Carmine DeBonis, Pima County
William Carroll
John Bernal
Bob Iannarino

Members Absent

Damascus Francisco, Tohono O'odham Nation
Tim Thomure, City of Tucson
Frank Thomson

Standing Committee Activities

1. Call to Order

The meeting was called to order at 8:40 a.m.

2. Approval of March 18, 2026, TMC Meeting Summary

Action: A motion was made by Terry Rozema, Town of Marana, to approve the Meeting Summary of March 18, 2026. The motion was seconded by Shane Dille, Town of Sahuarita, and unanimously approved.

3. RTA Quarterly Analysis

[Video Timestamp: 8:03](#)

RTA Executive Director Michael Ortega introduced the quarterly analysis and provided opening comments regarding the progressively deeper dive into the details surrounding the overall program delivery that started earlier this year. He then introduced Director of Transportation Services Rick Ellis to present.

[Video Timestamp: 8:36](#)

Mr. Ellis shared a reminder that the purpose of the quarterly analysis is to provide updates on ongoing project and program activities, financial performance and delivery progress. This reporting activity will highlight any challenges or emerging issues, so the committee is aware of them early, even if no action is needed at this time. The team, which included several RTA staff, then proceeded with the presentation, including key financial and project highlights.

Following the presentation staff addressed committee questions related to transit allocations, possibilities of expansion, and the possibility of reinstating fare revenues either holistically, or on a jurisdiction basis.

Discussion and feedback were provided by the TMC, but no action was taken.

4. TMC retreat

[Video Timestamp: 31:18](#)

The meeting then transitioned into the retreat format with discussion surrounding a broader range of topics and in a more open conversational forum. The following topics were introduced and/or presented and discussed:

- a. Mr. Ortega opened the discussion by reminding the committee of the magnitude of the delivery challenge, which equates to roughly four times the

highest production year achieved, and that it will need to be sustained over the full 20-year plan duration. He emphasized the importance of doing things differently and highlighted the need to work together to make this all come together. He also restated the challenge is to complete all RTA 2006 plan projects by 2031, and the overall RTA 2026 plan program within 18 years.

[Video Timestamp: 36:15](#)

- b. The next topic was an overview of the IGA refinements, and Mr. Ortega introduced Director of Outreach Melanie Lawson to present. Ms. Lawson shared an overview of the refinements being proposed to the overall process, highlighting the use of the IGA to establish the relationship, and then using individual charters to handle projects and program activities. She also provided a couple of specific examples to show the versatility of the tools. The authority to approve the IGAs would remain with the elected bodies, but the authority to approve the charters would be delegated to the Executive Director of the RTA and to a designee of the jurisdiction, e.g. , the Town Manager, or Administrator.

Following the presentation, staff addressed committee questions related to the listing of projects, escalation of issues, need for collaboration in developing the charters, disposition of any surplus funds, ability to adjust timing of funding, projects with multiple partners and the possible need to have multiple parties approve, and the possible need for a more unique version with the Arizona Department of Transportation (ADOT). At the conclusion of the discussion, the committee agreed that it would be beneficial to convene the TMC Policy Subcommittee to review, discuss and make final recommendations on the charter template and IGA format.

[Video Timestamp: 1:11:20](#)

- c. Mr. Ortega then introduced the next topic, which is a review of the overall cash flow, particularly highlighting the first 10 years. Mr. Ortega introduced RTA Budget Manager James Towe to provide an overview of the details.

Following the presentation, staff addressed committee questions related to anticipated bonding including timing, potential tradeoffs, relationship to project timeframes and delivery schedules, and when cash flow will return to a

more stabilized condition.

[Video Timestamp: 1:24:08](#)

- d. Mr. Ortega then introduced the next topic, which was an update on the activities regarding the ongoing coordination with ADOT on the 20-year planning of the Resource Allocation Advisory Committee (RAAC) funding. Mr. Ortega introduced Program and Policy Manager Adam Ledford to provide a presentation of the details regarding the estimated timeframes for the five RTA interchange projects and the integration with the other projects on the ADOT highway system.

Following the presentation, staff addressed committee questions related to timing and sequencing of the various interstate projects, along with the interchange projects, particularly advancing the Cortaro Road project.

[Video Timestamp: 1:37:49](#)

- e. Mr. Ortega then introduced the next topic, which was an overview of the continuing conversation regarding RTA's role in delivery. Mr. Ortega emphasized that the RTA is going to transition from primarily a funding role to being a more active participant working in partnership with the jurisdictions to deliver the program. He emphasized that we are looking for suggestions and feedback from the jurisdictional partners on any potential opportunities, and with regard to timing, the sooner the better.
- f. Mr. Ortega then introduced the next topic, which was an overview of the Advance Delivery Team. He also asked Mr. Ellis to expand on the purpose of and updates on the solicitation efforts currently underway.

Following the presentation staff addressed committee questions related to eligibility of firms for future projects, anticipated deliverables, need to emphasize focus on utilities plus railroad as both have traditionally affected project delivery, funding to pay for these efforts and activities, and the need for frequent updates on cost trends. At the conclusion of the discussion, the City of Tucson and Pima County members asked if the solicitation materials could be provided to them for awareness and any comments, feedback and/or input.

- g. Mr. Ortega then asked if there were any other delivery thoughts, suggestions or requests from the committee members. Suggestions included the following:
 - i. Members would like to see RTA develop a database of costs.
 - ii. RTA staff to help identify federal funding for projects well in advance.
 - 1. Note: This effort is already underway being led by the PAG/RTA programming team.

[Video Timestamp: 2:11:11](#)

- h. Mr. Ortega then introduced the next topic, which was an overview of the proposed committee restructuring, based on a request made by the Regional Council to look at the current committee structure and identify potential recommendations. Mr. Ortega then introduced Communications Director Sheila Storm to present.

Following the presentation, committee members expressed appreciation for this effort. Staff addressed committee questions related to timing of this effort and gave a reminder that the TMC and CART Committee have unfiltered access directly to the RTA Board, and the need to show in the documents that there is ongoing communication that takes place between the executive director, the various committees and the board.

Action: *At the conclusion, there was a request for a motion to recommend this proposed committee restructuring and ask staff to develop the accompanying draft bylaws. Motion made by Terry Rozema, Town of Marana, and seconded by Sam Credio, City of Tucson, and unanimously approved.*

Mr. Ortega then concluded the agenda item with the following:

- 1. Introducing Greg Byres as the new Deputy Executive Director.
- 2. Expressing appreciation for the committee members' participation, along with all the staff that have been so actively involved for both RTA, as well as the jurisdictions.
- 3. Looking to replicate this information and discussion at the RTA Board level, but that is proving to be challenging due to schedules, and the retreat will now likely happen later this summer, possibly in July or August.
- 4. Will be considering how to coordinate the rotation of the TMC chair position to coincide with the chair position for the PAG Regional Council as well as RTA Board so there is consistency and alignment.

5. Future Agenda Items

There were no agenda items requested.

6. Adjournment

The meeting was adjourned at 11:00 a.m.



Technical Management Committee Meeting Summary

Summary of Wednesday, May 27, 2026, Virtual Meeting

Full Video Recording (YouTube): at: <https://www.youtube.com/live/cM6CUOYCvaU>

The meeting recording serves as the official minutes of the meeting.

Committee Members Present

Jeremy Moore, ADOT
Sam Credio, City of Tucson
Tim Thomure, City of Tucson
Kristina Swallow, City of Tucson
Terry Rozema, Town of Marana
Jeff Wilkins, Town of Oro Valley
Jason Bahe, Pascua Yaqui Tribe
Carmine DeBonis, Pima County
Shane Dille, Town of Sahuarita
William Carroll
John Bernal

Members Absent

Jan Leshner, Pima County
Veronica Moreno, South Tucson
Damascus Francisco, Tohono O'odham Nation
Frank Thomson
Bob Iannarino

1. Call to Order

The meeting was called to order at 1:02 p.m., by Carmine DeBonis, Pima County, serving as Acting Chair.

2. Streamlined IGA and Project Charter Process and Templates Review

[Video Timestamp: 0:28](#)

PAG Chief of Staff Dan Gabiou opened the discussion by providing a brief recap of the overall purpose of the proposed streamlined Intergovernmental Agreement (IGA)

and Project Charter framework, reiterating the desire to obtain recommendation from the TMC to advance this to the RTA Board for consideration.

Mr. Gabiou summarized the revisions as proposed by the TMC Policy Subcommittee, including clarifications for multi-jurisdictional projects, confirmation that project charters carry authority comparable to IGA exhibits, flexibility for phasing non-RTA funding subject to Board approval, and planned legal review following Board consideration.

[Video Timestamp: 5:24](#)

Following the overview, the committee held a focused discussion on the escalation process, particularly the potential for delay-related costs that may arise during dispute resolution. Following the discussion, the Committee reached general consensus that delay-related costs should be identified, documented, and evaluated through the existing Administrative Code cost-overage process, with final determinations made by the RTA Board. Members also agreed that projects should continue moving forward without unnecessary delay once disputes are resolved.

Action: At the conclusion, a motion was made by Shane Dille, Town of Sahuarita to recommend the streamlined IGA and Project Charter framework, as amended, to the RTA Board for consideration. The motion was seconded by Sam Credio, City of Tucson, and unanimously approved.

In closing, Mr. Gabiou outlined the next steps, noting that if the framework is approved by the RTA Board, it will move into jurisdictional and legal review during the July–August timeframe, with execution of the master IGAs and initial project charters potentially beginning as early as September. He also noted that jurisdictions may follow their own internal approval processes related to approval by the elected body, and that delegation of authority for project charters is at the discretion of each jurisdiction and is encouraged to further expedite implementation.

3. Future Agenda Items

No future agenda items were proposed.

4. Adjournment

The meeting was adjourned at 1:50 p.m.

SUBJECT: Title VI Plan & MTM Amendment

Meeting	Meeting Date	Agenda Category	Agenda Item #
Technical Management Committee	September 9, 2026	Information	3

REQUESTED ACTION/SUGGESTED MOTION

(Consent Agenda)

- a. Review and recommend approval of the 2026 RTA Title VI Plan to the RTA Board with subsequent submittal to ADOT as required.
- b. Review and recommend approval of the MTM Contract Amendment to the RTA Board

ASSOCIATED OWP WORK ELEMENT/GOAL

Work Element 40, Transportation Planning

SUMMARY

Title VI

ADOT requires that the RTA's Title VI Plan, Non-Discrimination Policy and Language Assistance Plan (LAP) be reviewed and approved by the RTA Board every two years. The 2024 RTA Title VI Plan has been reviewed and approved by ADOT's Civil Rights Office. ADOT's Title VI Program includes the American with Disabilities Act (ADA) and other nondiscrimination statutes that prohibit discrimination based on race, color, national origin, age, sex, or disability in programs or activities receiving federal assistance.

The RTA's Title VI Plan outlines the manner in which the RTA's federally funded transit activities comply with the requirements of Title VI, how the RTA responds to complaints or allegations of discrimination, and how data is collected and analyzed to include Title VI populations. Changes to this year's plan include updating the ADA coordinator's contact information and modifying the verbiage from Limited English

Packet Material Prepared: (date)

Plan (LEP) to Language Assistance Plan (LAP). Additionally, the plan contains the procedures for filing a Title VI complaint, as well as a copy of the Title VI complaint form, which is available in both English and Spanish.

MTM Contract Amendment

The RTA contracts with MTM Transit LLC to provide Sun Shuttle fixed-route and Sun Shuttle ADA Dial-A-Ride paratransit services. The RTA Board authorized the RTA Executive Director to negotiate a three-year contract, with up to two one-year extensions, with MTM. The contract began on September 28, 2025.

Since implementation, paratransit ridership has increased by approximately 27%, requiring additional resources and funding to meet demand. To maintain service within budget, the RTA has also expanded the use of Transportation Network Companies (TNCs), such as Uber and Lyft, for select paratransit trips. In addition, operation of Route 685 (service from Ajo to Phoenix) transitioned away from MTM to Valley Metro in July. These service changes necessitate a contract amendment.

The contract amendment allows and expands TNC usage for paratransit service, removes route 685 from the contract scope, and includes a price adjustment to incorporate TNC trip costs. The total contract budget for the three-year term will be adjusted to account for insurance expenses and estimated TNC charges that were previously excluded. Despite these additions, incorporating TNC services and other operational efficiencies is expected to result in potential annual savings of approximately \$750,000.

PRIOR BOARD AND/OR COMMITTEE ACTION

The RTA Board approved the 2024 Title VI Plan on September 26, 2024.

The RTA Board approved the RTA Executive Director negotiate a three-year contract with MTM on May 29, 2025

FINANCIAL CONSIDERATIONS

None

TECHNICAL, POLICY, LEGAL OR OTHER CONSIDERATIONS

None

ATTACHED ADDITIONAL BACKUP INFORMATION

[2026 RTA Title VI Plan](#)

[MTM Contract Amendment](#)

Staff Contact/Phone	Philana A. Jeremiah, PhD. 495-1475 Preston McLaughlin, (520) 495-1415 Mary Carter, (520) 495-1481 Michael J. Ortega, P.E, 495-1416
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Title VI Plan Cover Page

Regional Transportation Authority of Pima County 2026

Title VI Contact: Dr. Philana A. Jeremiah Transportation Planning Coordinator

Title VI Contact Phone: 520-792-1093

Title VI Contact Email: pjeremiah@pagregion.com

TTY Number (If applicable): 520-792-1093

Alternate Language Phone: 520-792-1093

Address: 1 East Broadway Blvd, Suite 401 Tucson, AZ 85701

Web Address: www.RTAmobility.com

Para Información en Español: Zonia Kelley 520-792-1093 zkelley@pagregion.com

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Executive Summary

The Regional Transportation Authority of Pima County (RTA) is the fiscal manager of the \$2.1 billion, 20-year RTA plan, which was approved by Pima County voters on May 16, 2006. Voters also approved a countywide half-cent transaction privilege tax to fund the RTA plan through fiscal year 2026. The RTA is managed by Pima Association of Governments (PAG), the region's metropolitan planning organization.

The RTA maintains operations contracts with transportation providers and engages intergovernmental agreements (IGAs) with local jurisdictions for transit service. Financial and operational transit and transit-related improvement decisions of the RTA are recommended by the PAG/RTA Transit Working Group (TWG) and approved by the RTA Board. Formed in 2005, the TWG is comprised of representatives from PAG member jurisdictions who meet on a monthly basis. The Transit Working Group reports to PAG's Transportation Planning Committee, the Management Committee, and the RTA Board. The RTA is governed by a nine-member board, including representatives from the Cities of South Tucson and Tucson, Pima County, the Towns of Marana, Oro Valley and Sahuarita, the Pascua Yaqui Tribe, the Tohono O'odham Nation and the Arizona State Transportation Board.

In 2009, the RTA initiated a substantial effort toward expanding and unifying the regional transit system with the introduction of the Sun Shuttle fixed-route transit system. The May 2009 launch of the new RTA Sun Shuttle neighborhood transit system fixed routes to Marana, Oro Valley, Catalina, Sahuarita and Green Valley greatly expanded the reach of the regional system. In November 2009, the RTA assumed operations of Pima County Transit (PCT) fixed routes in San Xavier, Tucson Estates and Marana. The RTA also assumed operation of the Ajo-Tucson connector and the Ajo/Why Dial-a-Ride services, formerly operated by PCT. Sun Shuttle provides transportation within communities and connects customers to Sun Tran services, providing an important link to the Tucson metropolitan area from the rural and suburban communities.

The RTA receives 5311 operational and capital funding for the following routes: Route 421X, Route 440, Route 486, Green Valley Dial-a-Ride, Ajo Dial-a-Ride, and Marana Dial-a-Ride. The RTA has been receiving 5311 funding since 2010.

Marana/Avra Valley Dial-a-Ride

Sun Shuttle provides dial-a-ride service in the Towns of Marana and Avra Valley. Passengers can schedule a pick-up or drop-off within the designated service area. Dial-a-ride trips require prior scheduling at least 24 hours before pickup. Additionally, the dial-a-ride service connects residents to Sun Shuttle Route 413, which acts as a commuter service that transports residents of Marana to the Casas Adobes area just north of the City of Tucson. Route 413 also connects to the City of Tucson's Sun Tran bus services if residents want to travel into the city.

Green Valley / Sahuarita Regional Express (Route 421X and Green Valley Dial-a-Ride)

The service provides regional connections between Green Valley, Sahuarita and Tucson for work, medical and shopping trips. The express service provides ten trips per day and serves the Ronstadt Transit Center downtown. A public Dial-a-Ride service is also provided by the RTA. Service coverage includes the large majority of the developed Sahuarita and Green Valley area.

San Xavier Service Area (Route 440)

The route provides service to the San Xavier District of the Tohono O'odham Nation including the San Xavier Mission complex south of Tucson. The route provides fixed-route public transit service between the San Xavier District and the Laos Transit Center in Tucson. The service operates on weekdays and Saturdays, providing 10 round trips per day on weekdays and nine round trips on Saturdays.

Green Valley / Sahuarita Regional Connector (Route 421X and Green Valley Dial-a-Ride)

The service provides regional connections between Green Valley, Sahuarita and Tucson for work, medical and shopping trips. The connector service provides five trips per day and serves the Ronstadt Transit Center.

A Dial-a-Ride service is also provided by the RTA. Service coverage includes the large majority of the developed Sahuarita and Green Valley area.

Ajo/Why/Tucson Service (Route 486)

The community of Ajo is approximately 130 miles west of Tucson. The RTA provides Ajo to Tucson intercity service and fixed-route service between Ajo and Why. This route is designed to provide people with a way to get to shopping, medical, governmental, and other activities and services not available in the community of Ajo. The route traverses the entire length of the Tohono O'odham Indian Reservation and provides residents of the Nation access to Tucson, Ajo, Sells and all points in between. The route operates daily Monday through Friday, departing from Ajo at 6:00 a.m. and arriving in Laos Transit Center in Tucson at 9:05 a.m. The return trip departs the Laos Transit Center at 3:30 pm and arrives back in Ajo at about 6:15 pm. The Ajo to Tucson fare is \$7.50, with lesser fares for connecting trips between the outlying communities such as Why, Sells, and Robles Junction.

Ajo to Why

In October 1998, service to Why was implemented, with three trips per day. The service has been well received by the community and ridership has slowly increased since implementation. This route has been integrated into the Ajo-to-Tucson Route 486.

With funding from the RTA, Ajo Transportation offers two additional services to the Ajo community. The first is an intra-community Dial-a-Ride in Ajo, the second is an Ajo to Gila Bend intercity fixed route funded through a partnership with Valley Metro/RPTA in Phoenix.

Ajo Dial-a-Ride

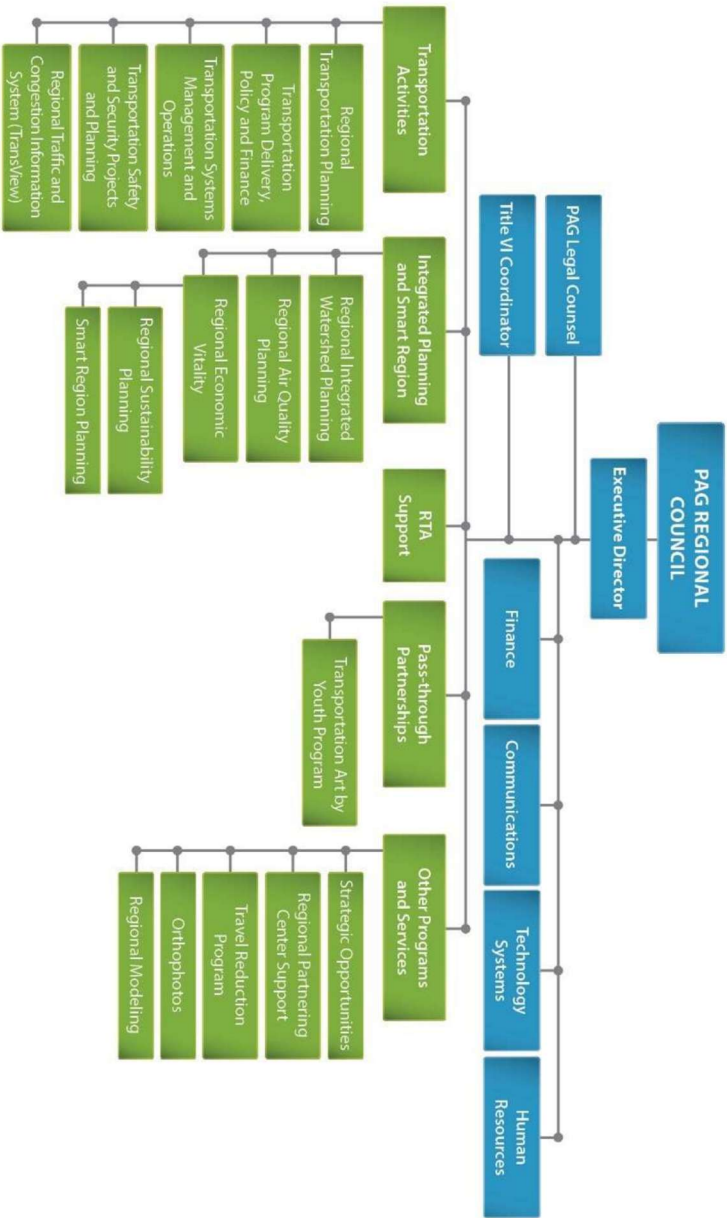
The intra-community service operates Monday - Saturday from 8:00 a.m. to 5:00 p.m., on a demand-response basis. Ajo Sun Shuttle provides the service using a 12-passenger wheelchair accessible van. The current fare for the Dial-a-Ride is \$0 per one-way trip within a six-mile radius of the Ajo Plaza. The Dial-a-Ride service is general public transportation and people are encouraged to use it as an alternative to a personal vehicle. During special community events, which usually occur during the weekend or on a holiday, Ajo Transportation Company is authorized to provide public transit service using a contractor owned bus.

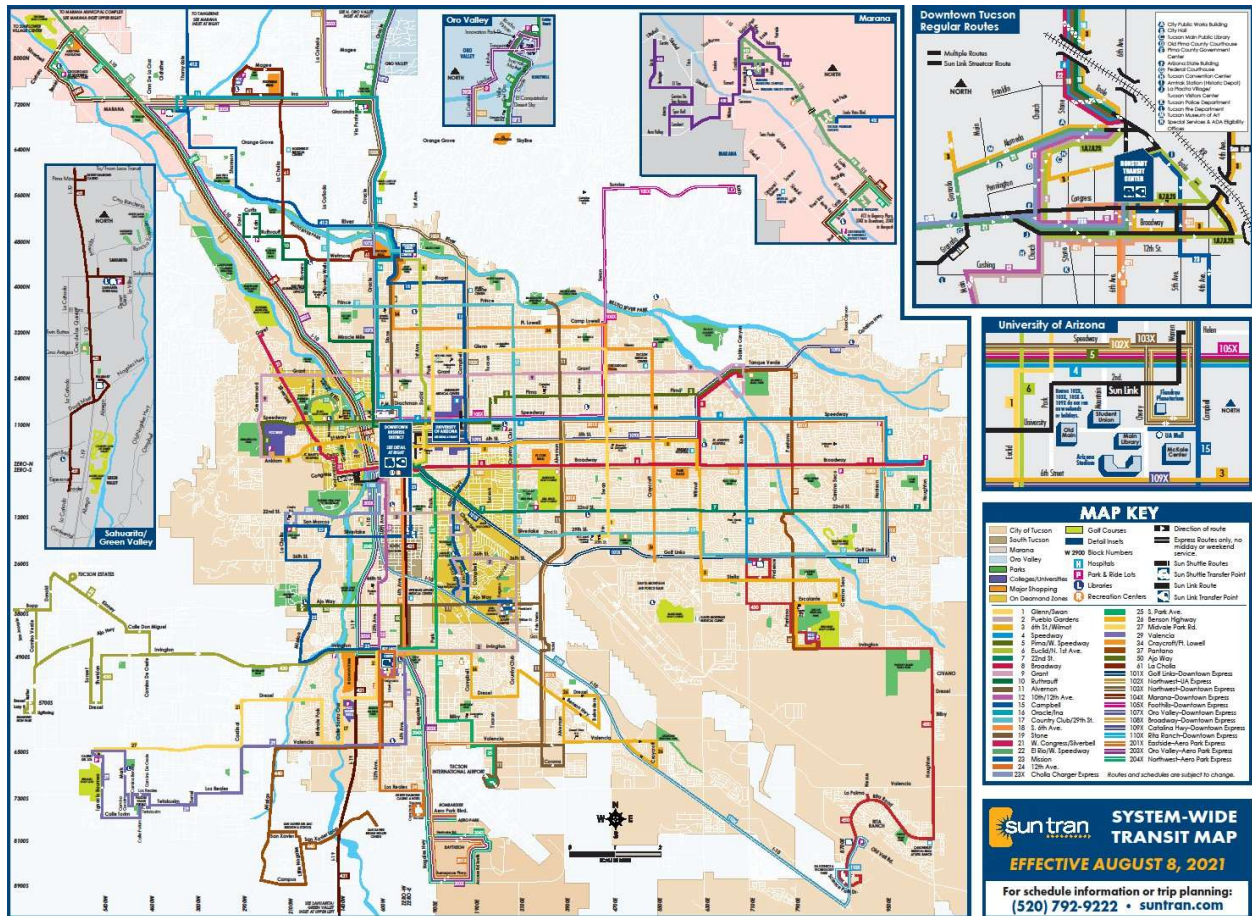
Ajo to Gila Bend

The RTA provides partial funding for the Route 685 Ajo to Phoenix service through Gila Bend. More details about this route can be found by contacting Valley Metro/RPTA, the administrator and manager of the service. The one-way fare between Ajo and the Desert Sky Mall in Phoenix is \$7.00. Passengers can transfer for free into the Valley Metro system in the Phoenix area.

Route	Route Type	Service Area
Marana/Avra Valley Dial-a-Ride	Dial-a-Ride	Town of Marana, Avra Valley
421X	Fixed Route	Green Valley/Sahuarita
440	Fixed Route	San Xavier
486	Fixed Route	Ajo/Tucson
Green Valley /Sahuarita DAR	Dial-a-Ride	Green Valley/Sahuarita
Ajo Dial-a-Ride	Dial-a-Ride	Ajo

Route	Monday-Friday	Saturday
Marana/Avra Valley Dial-a-Ride	6:00 am – 7:00 pm	N/A
421X	5:00 am – 6:00 pm	N/A
440	5:10 am – 7:30 pm	9:10 am – 6:30 pm
486	6:00 am – 6:00 pm	N/A
Green Valley /Sahuarita DAR	6:00 am – 7:00 pm	9:00 am – 3:00 pm
Ajo Dial-a-Ride	8:00 am – 5:00 pm	8:00 am – 5:00 pm





What type of program fund(s) did you apply for?

- ☐ 5310
- ☒ 5311
- ☐ Other (please explain) _____

Type of Funding Requests? (Check all that apply)

- ☒ Vehicle Funds
- ☒ Operating Funds
- ☒ Other (please explain) Other-Capital- Preventative Maintenance

Is your agency receiving direct funds from FTA?

- ☐ If yes, please attach a copy of your FTA letter of approval of Title VI Plan.
- ☒ No

Non Discrimination Notice to the Public

Notifying the Public of Rights Under Title VI and ADA Regional Transportation Authority of Pima County

Regional Transportation Authority of Pima County operates its programs and services without regard to race, color, national origin or disability in accordance with Title VI of the Civil Rights Act of 1964, Section 504 of the Rehabilitation Act of 1973, and the Americans with Disabilities Act of 1990 (ADA). Any person who believes she or he has been aggrieved by any unlawful discriminatory practice under Title VI may file a complaint with the **Regional Transportation Authority of Pima County**.

For more information on the **Regional Transportation Authority of Pima County's** civil rights program, and the procedures to file a complaint, contact **Dr. Philana A. Jeremiah Transportation Planning Coordinator, 520-792-1093, (TTY 520-792-1093); email pjeremiah@pagregion.com**; or visit our administrative office at **1 East Broadway Blvd, Suite 401 Tucson, AZ 85701**. For more information, visit **www.RTAmobility.com**.

Complaints may be filed directly with the Arizona Department of Transportation (**ADOT**) **Civil Rights Office**. ATTN: Title VI Program Coordinator 206 S. 17TH Ave MD 155A RM: 183 Phoenix AZ, 85007 or with the Federal Transit Administration (**FTA**). ATTN: Title VI Program Coordinator, 1200 New Jersey Ave., SE Washington DC 20590

If information is needed in another language, contact **520-792-1093**. *Para información en Español llame: **Zonia Kelley 520-792-1093 zkelley@pagregion.com**

Non Discrimination Notice to the Public - Spanish

Aviso Público Sobre los Derechos Bajo el Título VI Y ADA Regional Transportation Authority of Pima County

Regional Transportation Authority of Pima County (y sus subcontratistas, si cualquiera) asegura cumplir con el Título VI de la Ley de los Derechos Civiles de 1964, Sección 504 de la Ley de Rehabilitación de 1973 y La Ley de ciudadanos Americanos con Discapacidades de 1990 (ADA). El nivel y la calidad de servicios de transporte serán proveídos sin consideración a su raza, color, país de origen, o discapacidad.

Para obtener más información sobre el programa de Derechos Civiles de **Regional Transportation Authority of Pima County**, y los procedimientos para presentar una queja, contacte **Dr. Philana A. Jeremiah Transportation Planning Coordinator 520-792-1093, (TTY 520-792-1093)**; o visite nuestra oficina administrativa en **1 East Broadway Blvd, Suite 401 Tucson, AZ 85701**. Para obtener más información, visite **www.RTAmobility.com**

Una queja puede ser presentada con la oficina de Derechos Civiles del Departamento de Transporte de Arizona (**ADOT**). Atención: Title VI Program Manager, 206 S. 17th Ave MD 155A Phoenix AZ, 85007 o con la Administración Federal de Transporte (**FTA**). Atención: Title VI Coordinator, 1200 New Jersey Ave., SE Washington DC 20590

The above notice is posted in the following locations: **PAG/RTA office lobby, contractor offices and facilities, all off-site meetings at the sign-in table, RTA website, stations and stops shared with Sun Tran, and transit vehicles.**

This notice is posted online at **www.RTAmobility.com**

Non Discrimination ADA/Title VI Complaint Procedures

These procedures provide guidance for all complaints filed under Title VI of the Civil Rights Act of 1964, Section 504 of the Rehabilitation Act of 1973, and the Americans with Disabilities Act of 1990 (ADA) as they relate to any program or activity that is administered by **Regional Transportation Authority of Pima County** including consultants, contractors and vendors. Intimidation or retaliation as a result of a complaint is prohibited by law. In addition to these procedures, complainants reserve the right to file a formal complaint with other State or Federal agencies or to seek private counsel for complaints alleging discrimination. Every effort will be made to resolve complaints at the lowest possible level.

- (1) Any person who believes he and/or she has been discriminated against on the basis of race, color, national origin, or disability may file a Discrimination complaint by completing and submitting the agency's Title VI Complaint Form.
- (2) Formal complaints must be filed within **180** calendar days of the last date of the alleged act of discrimination or the date when the alleged discrimination became known to the complainant(s), or where there has been a continuing course of conduct, the date on which the conduct was discontinued or the latest instance of the conduct.
- (3) Complaints must be in writing and signed by the complainant(s) and must include the complainant(s) name, address and phone number. The ADA/Title VI contact person will assist the complainant with documenting the issues if necessary.
- (4) Allegations received by fax or e-mail will be acknowledged and processed, once the identity of the complainant(s) and the intent to proceed with the complaint have been established. For this, the complainant is required to mail a signed, original copy of the fax or email transmittal for the complaint to be processed.
- (5) Allegations received by telephone will be reduced to writing and provided to the complainant for confirmation or revision before processing. A complaint form will be forwarded to the complainant for him/her to complete, sign and return for processing.
- (6) Once submitted **Regional Transportation Authority of Pima County** will review the complaint form to determine jurisdiction. All complaints will receive an acknowledgement letter informing her/him whether the complaint will be investigated by the **Regional Transportation Authority of Pima County** or submitted to the State or Federal authority for guidance.

- (7) **Regional Transportation Authority of Pima County** will notify the ADOT Civil Rights Office of ALL Discrimination complaints within 72 hours via telephone at 602-712-8946; or email at civilrightsoffice@azdot.gov.
- (8) **Regional Transportation Authority of Pima County** has **60** business days to investigate the complaint. If more information is needed to resolve the case, the Authority may contact the complainant. The complainant has **60** business days from the date of the letter to send requested information to the investigator assigned to the case. If the investigator is not contacted by the complainant or does not receive the additional information within 60 business days, the Authority can administratively close the case. A case can be administratively closed also if the complainant no longer wishes to pursue their case.
- (9) After the investigator reviews the complaint, she/he will issue one of two letters to the complainant: a closure letter or a letter of finding (LOF). A closure letter summarizes the allegations and states that there was not a Discrimination violation and that the case will be closed. An LOF summarizes the allegations and the interviews regarding the alleged incident, and explains whether any disciplinary action, additional training of the staff member or other action will occur.
- (10) A copy of either the closure letter or LOF must be also be submitted to ADOT within **72** hours of that decision. Letters may be submitted by hardcopy or email.
- (11) A complainant dissatisfied with **Regional Transportation Authority of Pima County** decision may file a complaint with the Arizona Department of Transportation (**ADOT**) or the Federal Transit Administration (**FTA**) offices of Civil Rights: **ADOT**: ATTN ADA/Title VI Program Coordinator 206 S. 17TH Ave MD 155A RM: 183 Phoenix AZ, 85007 **FTA**: Attention Title VI Program Coordinator, East Building, 5th Floor-TCR 1200 New Jersey Ave., SE Washington DC 20590
- (12) A copy of these procedures can be found online at: **www.RTAmobility.com**.

If information is needed in another language, contact **520-792-1093**. *Para información en Español llame: **Zonia Kelley 520-792-1093 zkelly@pagregion.com**

Discrimination ADA/Title VI Complaint Form

Section I:		
Name:		
Address:		
Telephone (Home):	Telephone (Work):	
Electronic Mail Address:		
Accessible Format Requirements?	☐ Large Print	☐ Audio Tape
	☐ TDD	☐ Other
Section II:		
Are you filing this complaint on your own behalf?	☐ Yes*	☐ No
<i>*If you answered "yes" to this question, go to Section III.</i>		
If not, please supply the name and relationship of the person for whom you are complaining.		
Please explain why you have filed for a third party:		
Please confirm that you have obtained the permission of the aggrieved party if you are filing on behalf of a third party.	☐ Yes	☐ No
Section III:		
I believe the discrimination I experienced was based on (check all that apply):		
☐ Race	☐ Color	☐ National Origin ☐ Disability
Date of Alleged Discrimination (Month, Day, Year): _____		
Explain as clearly as possible what happened and why you believe you were discriminated against. Describe all persons who were involved. Include the name and contact information of the person(s) who discriminated against you (if known) as well as names and contact information of any witnesses. If more space is needed, please use the back of this form. _____ _____ _____		
Section VI:		
Have you previously filed a Discrimination Complaint with this agency?	☐ Yes	☐ No

If yes, please provide any reference information regarding your previous complaint.

Section V:

Have you filed this complaint with any other Federal, State, or local agency, or with any Federal or State court?

☐ Yes ☐ No

If yes, check all that apply:

☐ Federal Agency: _____

☐ Federal Court: _____ ☐ State Agency: _____

☐ State Court : _____ ☐ Local Agency: _____

Please provide information about a contact person at the agency/court where the complaint was filed.

Name:

Title:

Agency:

Address:

Telephone:

Section VI:

Name of agency complaint is against:

Name of person complaint is against:

Title:

Location:

Telephone Number (if available):

You may attach any written materials or other information that you think is relevant to your complaint.

Your signature and date are **required** below:

Signature

Date

Please submit this form in person at the address below, or mail this form to:

**Regional Transportation Authority of Pima County
Dr. Philana A. Jeremiah Transportation Planning Coordinator
1 East Broadway Blvd, Suite 401 Tucson, AZ 85701
520-792-1093
pjeremiah@pagregion.com**

A copy of this form can be found online at **www.RTAmobility.com**

If information is needed in another language, contact 520-792-1093. *Para información en Español llame: Zonia Kelley 520-792-1093
zkelley@pagregion.com

Discrimination ADA/Title VI Investigations, Complaints, and Lawsuits

If no investigations, lawsuits, or complaints were filed select the option below.

☒ **Regional Transportation Authority of Pima County** has not had any ADA nor Title VI Discrimination complaints, investigations, or lawsuits in **2026**.

Complainant	Date (Month, Day, Year)	Basis of Complaint (Race, Color, National Origin or Disability)	Summary of Allegation	Status	Action(s) Taken	Final Findings?
Investigations						
1)						
2)						
Lawsuits						
1)						
2)						
Complaints						
1)						
2)						

Public Participation Plan

Regional Transportation Authority of Pima County is engaging the public in its planning and decision-making processes, as well as its marketing and outreach activities. The public will be invited to participate in the process whether through public meetings or surveys.

As an agency receiving federal financial assistance, **Regional Transportation Authority of Pima County** made the following community outreach efforts and activities to engage minority and Limited English Proficient populations since the last Title VI Plan submittal to ADOT CRO.

- ☒ Expanded the distribution of agency brochures
- ☒ Advertised public announcements through newspapers, fliers, or radio
- ☒ Posted the Nondiscrimination Public Notices to the following locations:
 - ☒ Within transportation vehicles
 - ☒ Pick up and drop off stations
 - ☒ Lobby of agency
- ☒ Partnered with other local agencies to advertise services provided
- ☒ Hosted public information meetings and or hearings (Please insert the dates these meetings occurred below)
- ☒ Added public interactive content to the agency's webpage for the public e.g. social media, to communicate schedule changes or activities
<https://pagregion.com/>
<https://rtamobility.com/>
<https://www.suntran.com/sunshuttle/>
- ☒ Hosted an information booth at a community event (Please insert the date of the event below)
- ☒ Updated agency documents/publications to make them more user-friendly e.g. comment forms or agency brochures
- ☐ List other _____

Regional Transportation Authority of Pima County will make the following community outreach efforts for the **upcoming year**:

- ☒ Expand the distribution of agency brochures
- ☒ Advertise public announcements through newspapers, fliers, or radio
- ☒ Post the Nondiscrimination Public Notices to the following locations:
 - ☒ Within transportation vehicles
 - ☒ Pick up and drop off stations
 - ☒ Lobby of agency
- ☒ Partner with other local agencies to advertise services provided.
- ☒ Host public information meetings and or hearings.

- ☒ Add public interactive content to the agency's webpage for the public e.g. social media, to communicate schedule changes or activities.
- ☒ Host an information booth at a community event
- ☒ Update agency documents/publications to make them more user-friendly e.g. comment forms or agency brochures.

Examples of Public Participation Methods that include:

- Online notices
- Physical notices placed on transit vehicles
- Online surveys
- In-Person public input meetings
- Targeted flyers mailed to residents living near transit services

Sun Shuttle Survey And Public Input Meetings 412 & 413

JUNE 2, 2023

The Regional Transportation Authority (RTA) will host two public input meetings to gather feedback and ideas from the community on improving and shaping the future of local transportation services. The meetings will provide residents the opportunity to voice their opinions and actively participate in the development of Sun Shuttle routes 412 and 413 serving Marana and Pima County.

The public input meetings will serve as a platform for community members to share their thoughts, concerns and suggestions on the routes. Residents, commuters, business owners are invited to participate. The meetings will feature open discussions and interactive activities to encourage collaboration. Participants can provide feedback on various aspects, such as route optimization, frequency of service and connectivity.

For those unable to attend a meeting, an online survey is available to gather feedback and can be accessed here surveymonkey.com/r/SS0623.

The public is encouraged to take a few minutes to provide comments, to ensure their voices are heard and considered in the decision-making process.

Details for the upcoming public input meetings are as follows:

Friday, June 9 at 5 p. m. Nanini Library 7900 N. Shannon Road

Thursday, June 15 at 5 p.m. Wheeler Taft Abbett Library 7800 N. Schisler Drive

Sun Shuttle is committed to ensuring accessibility for all residents. Accommodation for individuals with disabilities and translation services can be provided upon request in advance of the meeting(s) by calling 520-628-1565 or pmclaughlin@pagregion.com.



Sun Shuttle Picture Rocks 414P Survey Is Now Live!

MARCH 23, 2023

Sun Shuttle launched its pilot service in Picture Rocks, and now your feedback and input on the route is needed! There are two ways you can provide your input. Join us in person, April 6th at 5:30p at the Picture Rocks Community Center located at 5615 N. Sanders Rd. or by taking the survey online now until April 23 by clicking the link below.

Sun Shuttle 414p Survey



The meeting room is accessible to persons with disabilities. 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: 1. E Broadway Blvd., Suite 401, Tucson, Ariz., 85701, (520) 792-1093, at least 24 hours before the meeting. Si necesita ayuda con traducción, llame por favor al (520) 792-1093 y comuníquese con Zonia Kelly.

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

The RTA addresses Title VI requirements both quantitatively and qualitatively with extensive public involvement and data analysis techniques. Federal regulations define specific groups as "protected populations." Title VI procedures are followed whenever major service changes or routing recommendations are made to ensure they do not disproportionately affect any protected population.

To foster public participation, staff ensure that information is readily accessible and ensure that the people likely to be affected by and/or interested in a program are identified and made aware of opportunities to participate. The following sections address each of these practices in detail.

Access to RTA Information

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

Stakeholder Analysis

RTA staff analyze who will be affected and/or interested in the planning issue or policy being developed. This involves identifying both internal and external stakeholders. Internal stakeholders typically include RTA member jurisdictions and tribal nations, RTA staff involved in related activities, and other governmental agencies with jurisdiction or interest in the activity. External stakeholders typically include those non-governmental parties who may be affected by the activities and/or have an interest in them. This includes Title VI and Environmental Justice populations.

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

The RTA works with PAG's public involvement staff, who maintain a large database of stakeholders and members of the general public identified through a variety of public involvement initiatives over the years. This database includes civic and community organizations serving Title VI and Environmental Justice populations, neighborhood and homeowner associations, environmental and business groups, elected officials, RTA member jurisdiction staff at various levels, and other public groups. Public involvement staff are available to assist other agency staff in conducting stakeholder analyses and in accessing the public participation database upon request.

Public Notification of RTA Activities and Services

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

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

For reaching the general public, the website and media outreach (e.g., press releases) are encouraged. For reaching stakeholder groups, distribution of public information documents such as reports and newsletters via direct mail, e-mail, and social media also may be an effective communication method. The use of other methods is considered to promote equal access to information for targeted audiences. In particular, efforts to overcome barriers to accessing information among underserved populations, youth, and other individuals who may not have Internet access or read newspapers are undertaken.

Spanish Translations

As indicated in the RTA's Language Access Plan (LAP) Plan, Spanish is the predominant language spoken by those in the PAG Service area who speak English "less than very well".

Public information documents written in English, including meeting notices, include a tagline affirming that PAG will make reasonable accommodations to translate any materials in Spanish.

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

General public who call the RTA and require over-the-phone Spanish interpretation can be directed to a Spanish-speaking RTA staff.

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

Task Force Composition

Efforts are made to assess the composition of the RTA's task forces to ensure that invited members represent a cross section of key stakeholder groups.

Geographic Analysis of Underserved Populations

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

Meeting Scheduling, Location and Access

Public meetings are scheduled to increase the opportunity for attendance by stakeholders and the general public. This may require scheduling meetings during non-traditional business hours, holding more than one meeting at different times of the day or on different days, and checking other community activities to avoid conflicts.

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

Public meetings are held in locations accessible to people with disabilities and are located near a transit route when possible.

Title VI information on the RTA Website

In August 2016, the RTA added a Title VI section to the RTA website where the public can learn about the RTA's Title VI commitments, Non-Discrimination Policy, and Language Access Plan (LAP), as well as download the Title VI complaint process and complaint form.

At the same time, a Spanish-language version of the Title VI webpage was added to the RTA website, with all the same information and documents. A "Google Translate" button was also added to the Title VI

webpage to allow users to translate the entire RTA website into over 50 languages. The public can access the English and Spanish versions of the Title VI web pages from RTA's homepage.

Federal Transit Administration Section 5311 funding provides grant dollars to pay for rural transit service and capital expenses. Every two years, the RTA applies for this funding via the Arizona Department of Transportation. A public hearing was held as part of the FY 2026 grant application process, and public notices were published in the newspaper and on the RTA website.

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

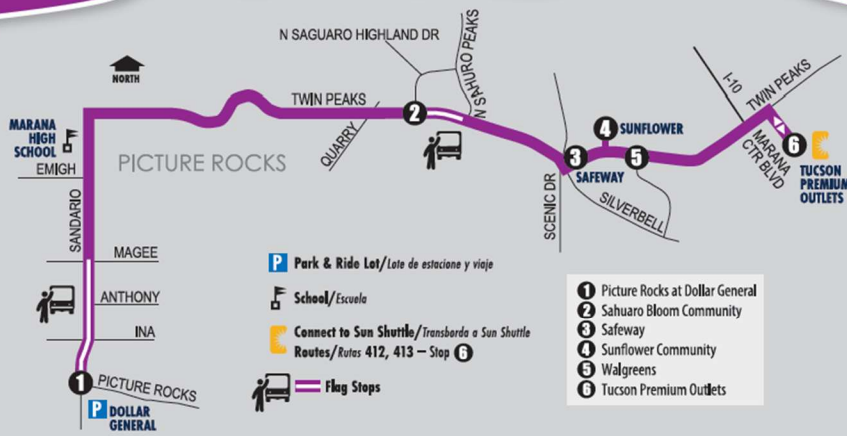
Below is a table containing the demographic composition of the RTA region's population and is taken from data from the 2023 American Community Survey.

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

Source: 2023 American Community Survey 5-year Estimates

NEW! Sun Shuttle Pilot service Picture Rocks 414P with connections to additional Sun Shuttle routes to Marana and Tucson.

¡Nuevo! Servicio Piloto de Sun Shuttle Picture Rocks 414P con conexiones a rutas adicionales de Sun Shuttle a Marana y Tucson.



Download the Trip Shot app!



@SunTran_Tucson

@SunTranTucson

suntran.com/sunshuttle

Local Postal
Customer

New! Sun Shuttle service: 414P to Picture Rocks.

This is a pilot program in Picture Rocks that is currently in service and free until October 2023. We need your feedback on this service. Scan the QR code to take the survey or join April 6th at 5:30 PM at the Picture Rocks Community Center, 5615 N Sanders Rd, Tucson, AZ 85743.

¡Nuevo! Servicio Sun Shuttle: 414P a Picture Rocks.

Este es un programa piloto en Picture Rocks que actualmente está en servicio y es gratuito hasta octubre de 2023. Necesitamos sus comentarios sobre el servicio. Escanee el código QR para realizar la encuesta o únase a nosotros el 6 de abril a las 5:30 PM en el Centro Comunitario Picture Rocks, 5615 N Sanders Rd, Tucson, AZ 85743.



PRSR STD
ECRWSS
U.S. POSTAGE
PAID
EDDM Retail



Arizona Bilingual Newspaper

April 15, 2021 · 🌐



Pima Association of Governments invites you to attend a virtual open house to learn how federal, state and local transportation dollars will be spent in the Tucson metropolitan area for the next five years. Learn how the five-year transportation improvement program, or TIP, is developed and your role in the process at one of two virtual open houses April 20 and April 21. You can view the draft plan and comment at PAGregion.com/TIP.



Tuesday, April 20, 2021 • 10 a.m. - noon
Wednesday, April 21, 2021 • 4:30 - 6:30 p.m.

REGISTER



1

1 Share



Like



Comment

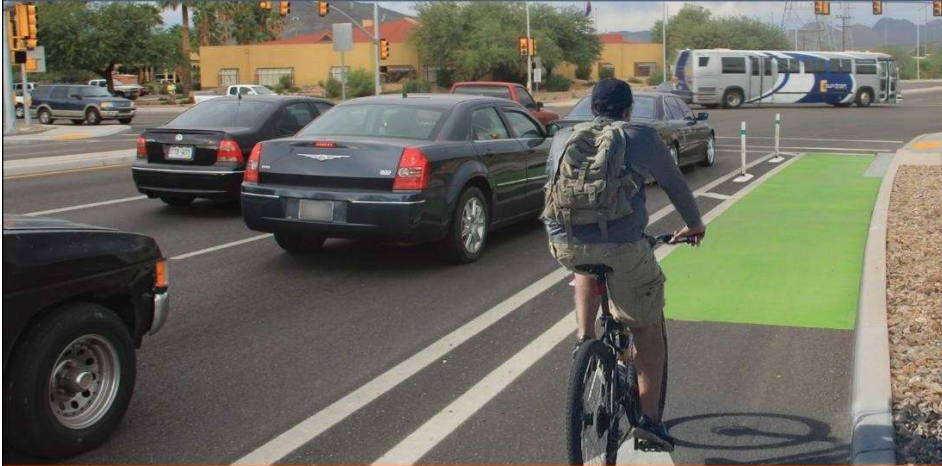


Share

Public Input



Transportation Virtual Open Houses



Register at: PAGregion.com

Learn how your transportation dollars will be programmed for the next five years for roadways, transit, safety, interstate interchanges, bicycle and pedestrian facilities, and more.

Pima Association of Governments (PAG), the greater Tucson region's metropolitan planning organization, invites you to join us for open house presentations and the opportunity to review and comment on PAG's draft Transportation Improvement Program (TIP) for FY 2022-2026.

Draft FY 2022-26 TIP materials will be posted for review at PAGregion.com at least 24 hours prior to the first open house.

Tuesday, April 20, 2021
10 a.m. - noon

Presentations start at
10 a.m. and 11 a.m.

Wednesday, April 21, 2021
4:30 - 6:30 p.m.

Presentations start at
4:30 p.m. and 5:30 p.m.

*For questions or reasonable accommodations,
call 792-1093 or email info@pagregion.com.*

*Si necesita ayuda con traducción, llame por favor
al 792-1093 y comuníquese con Nathan Barrett.*



Buscando la opinión



Casas Abiertas Virtuales sobre transportación



Regístrate en: [PAGregion.com](https://pagregion.com)

Aprende cómo se programarán sus dólares de transporte durante los próximos cinco años para carreteras, tránsito, seguridad, intercambios interestatales, instalaciones para bicicletas y peatones, y más.

La Asociación de Gobiernos de Pima (PAG), la organización de planificación metropolitana de la región metropolitana de Tucson, lo invita a unirse a nosotros para las presentaciones de puertas abiertas y la oportunidad de revisar y comentar sobre el borrador del Programa de Mejora del Transporte (TIP) de PAG para los años fiscal 2022-2026.

Los materiales para el TIP provisional para los años fiscales 2022-2026 se publicarán para tu revisión en [PAGregion.com](https://pagregion.com) al menos 24 horas antes de la primera jornada de puertas abiertas.

**Martes, 20 de abril de 2021,
10 a.m. - mediodía**

Las presentaciones comienzan a las
10 a.m. y a las 11 a.m.

**Miércoles, 21 de abril de 2021
4:30 - 6:30 p.m.**

Las presentaciones comienzan a las
4:30 p.m. y a las 5:30 p.m.

*Si necesita ayuda con traducción, llame por favor
al 792-1093 y comuníquese con Nathan Barrett.*

*For questions or reasonable accommodations,
call 792-1093 or email info@pagregion.com.*



Language Access Plan (LAP)

Regional Transportation Authority of Pima County has developed the following Language Access Plan (LAP) to help identify reasonable steps to provide language assistance for LAP persons seeking meaningful access to **Regional Transportation Authority of Pima County** services as required by Executive Order 13166. A Language Access Plan person is one who does not speak English as their primary language and who has a limited ability to read, speak, write, or understand English.

This plan details procedures on how to identify a person who may need language assistance, the ways in which assistance may be provided, training to staff, notification to LAP persons that assistance is available, and information for future plan updates. In developing the plan while determining the **Regional Transportation Authority of Pima County's** extent of obligation to provide LAP services, the **Regional Transportation Authority of Pima County** undertook a U.S. Department of Transportation four-factor LAP analysis which considers the following:

- 1) The number or proportion of LAP persons eligible in the **Regional Transportation Authority of Pima County** service area who may be served or likely to encounter by **Regional Transportation Authority of Pima County** program, activities, or services;

Languages Spoken at Home in Pima County by LAP Persons who speak English "less than very well"						
	Total Population (excluding those under 5 years old)	LAP Population	% Total Non-LAP Population	% Total LAP Population	% Total LAP Population that Speaks Spanish	% Total LAP Population that Speaks Language Other Than Spanish
Pima County	988,748	73,579	92.6%	7.4%	69.9%	30.1%
2023 American Community Survey 5-Year Estimates--Table ID: C16001 *Data for this table excludes individuals under the age of 5						

The Top Three Languages Spoken at Home in Pima County
by LAP Persons who speak English "less than very well"
(US Census Bureau's 2023 American Community Survey)

LAP Persons who Speak Spanish		LAP Persons who Speak Chinese		LAP Persons who Speak Arabic	
Total	Percent of Total	Total	Percent of Total	Total	Percent of Total
64,178	78.7%	2,949	3.6%	1,613	2.0%

- 2) The frequency with which LAP individuals come in contact with an Regional Transportation Authority of Pima County services;

Regional Transportation Authority of Pima County's staff reviewed the frequency with which office staff, dispatchers and drivers have, or could have, contact with LAP persons for 2026 . Regional Transportation Authority of Pima County averages 0 contacts per month.

- 3) The nature and importance of the program, activities or services provided by the Regional Transportation Authority of Pima County to the LAP population.
- 4) The resources available to Regional Transportation Authority of Pima County and overall costs to provide LAP assistance. A brief description of these considerations is provided in the following section.

Regional Transportation Authority of Pima County provides a statement in Spanish and will for additional languages specific to the LAP community make up that will be included in all public outreach notices. Every effort will be made to provide vital information to LAP individuals in the language requested.

Safe Harbor Provision for written translations

Regional Transportation Authority of Pima County complies with the Safe Harbor Provision, as evidenced by the number of documents available in the Spanish language. With respect to Title VI information, the following shall be made available in Spanish:

- (1) Non Discrimination Notice
- (2) Discrimination Complaint Procedures
- (3) Discrimination Complaint Form

In addition, we will conduct our marketing (including using translated materials) in a manner that reaches each LAP group. Vital documents include the following:

- (1) Notices of free language assistance for persons with LAP
- (2) Notice of Non-Discrimination and Reasonable Accommodation
- (3) Outreach Materials
- (4) Bus Schedules
- (5) Route Changes
- (6) Public Hearings

1) **Regional Transportation Authority of Pima County** provides language assistance services through the below methods:

- ☒ Staff is provided a list of what written and oral language assistance products and methods the agency has implemented and how agency staff can obtain those services.
- ☒ Instructions are provided to customer service staff and other **Regional Transportation Authority of Pima County** staff who regularly take phone calls from the general public on how to respond to an LAP caller.
- ☒ Instructions are provided to customer service staff and others who regularly respond to written communication from the public on how to respond to written communication from an LAP person.
- ☒ Instructions are provided to vehicle operators, station managers, and others who regularly interact with the public on how to respond to an LAP customer.
- ☒ Use of “I Speak” cards.
- ☒ Bilingual or multilingual versions of:
 - ☒ “How to ride” brochures
 - ☒ System maps and timetables
- Agency training
 - All staff members will receive training regarding the RTA’s responsibilities for providing LAP services and the resources that the RTA has available in fulfilling these responsibilities.
 - Staff will receive instruction on what to do when individuals with limited English proficiency seek to participate in an RTA process or utilize an RTA service.
 - The RTA’s Human Resource Director shall maintain a list of RTA employees who speak or write additional languages other than English.
 - Identify individuals who need language assistance
 - The RTA utilizes the Census “Language Identification Flashcards” to identify potential future needs. These cards have been enhanced to include O’odham and Yaqui, as these are the predominate Native American languages spoken in the RTA region.
 - The RTA will examine records to see if requests for language assistance have been received in the past, either at meetings or over the phone, to determine the extent to which language assistance might be needed at future events.

- When the RTA sponsors an event, there will be a staff person to greet participants as they arrive. By informally engaging participants in conversation it is possible to gauge each attendee's ability to speak and understand English.
- Front-office staff and other staff members who speak directly with the general public will be surveyed annually on their experience concerning any contacts with LAP persons during the previous year.
- Outreach techniques
- RTA agendas contain a footnote in English and Spanish that translations are available upon request.
 - *The Meeting Room is accessible to persons with handicaps. 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: 1 E. Broadway, Suite 401, Tucson, Arizona 85701 (520) 792-1093, at least twenty-four hours before the meeting. Si necesita ayuda con traducción, llame por favor al 792-1093 y comuníquese con Nathan Barrett.*
- The RTA website provides a link to program summary materials translated into Spanish.
- Public notices and advertisements to public meetings include a footnote, in Spanish, that translation is available upon request.
- RTA member jurisdictions include the Pascua Yaqui Tribe and Tohono O'odham Nation. Some members of both the Tribe and the Nation have greater proficiency with their own tribal languages than with English. When RTA events take place on Tribal or Nation Lands, efforts are made to work with the respective jurisdictional staff to make accommodations for cultural and language assistance as the hosting jurisdiction deems appropriate.

2) **Regional Transportation Authority of Pima County** has a process to ensure the competency of interpreters and translation service through the following methods:

Regional Transportation Authority of Pima County will ask the interpreter or translator to demonstrate that he or she can communicate or translate information accurately in both English and the other language. Regional Transportation Authority of Pima County will train the interpreter or translator in specialized terms and concepts associated with the agency's policies and activities. Regional Transportation Authority of Pima County will instruct the interpreter or translator that he or she should not deviate into a role as counselor, legal advisor, or any other role aside from interpreting or translator. Regional Transportation Authority of Pima County will ask the interpreter or translator to attest that he or she does not have a conflict of interest on the issues that they would be providing interpretation services.

3) **Regional Transportation Authority of Pima County** provides notice to LAP persons about the availability of language assistance through the following methods:

- ☒ Posting signs in intake areas and other points of entry
- ☒ Statements in outreach documents that language services are available from the agency.

- ☒ Working with community-based organizations and other stakeholders to inform LAP individuals of the Recipients' services, including the availability of language assistance services
- ☒ Information tables at local events
- ☒ Signs and handouts available in vehicles and at stations
- ☒ Agency websites

4) **Regional Transportation Authority of Pima County** monitors, evaluates and updates the LAP plan through the following process:

Regional Transportation Authority of Pima County will monitor the LAP plan by conducting an annual Four-Factor analysis, establishing a process to obtain feedback from internal staff and members of the public and conducting internal evaluations to determine whether the language assistance measures are working for staff. **Regional Transportation Authority of Pima County** will make changes to the language assistance plan based on feedback received. **Regional Transportation Authority of Pima County** may take into account the cost of proposed changes and the resources available to them. Depending on the evaluation, **Regional Transportation Authority of Pima County** may choose to disseminate more widely those language assistance measures that are particularly effective or modify or eliminate those measures that have not been effective. **Regional Transportation Authority of Pima County** will consider new language assistance needs when expanding transit service into areas with high concentrations of LAP persons will consider modifying their implementation plan to provide language assistance measures to areas not previously served by the agency.

5) **Regional Transportation Authority of Pima County** trains employees to know their obligations to provide meaningful access to information and services for LAP persons and all employees in public contact positions will be properly trained to work effectively with in-person and telephone interpreters. **Regional Transportation Authority of Pima County** will implement processes for training of staff through the following procedures:

Regional Transportation Authority of Pima County will identify staff that are likely to come into contact with LAP persons as well as management staff that have frequent contact with LAP persons in order to target training to the appropriate staff. **Regional Transportation Authority of Pima County** will identify existing staff training opportunities, as it may be cost-effective to integrate training on their responsibilities to persons with limited English proficiency into agency training that occurs on an ongoing basis. **Regional Transportation Authority of Pima County** will include this training as part of the orientation for new employees. Existing employees, especially managers and those who work with the public may periodically take part in re-training or new training sessions to keep up to date on their responsibilities to LAP persons. **Regional Transportation Authority of Pima County** will implement LAP training to be provided for agency staff. **Regional Transportation Authority of Pima County** staff training for LAP to include:

- A summary of the **Regional Transportation Authority of Pima County** responsibilities under the DOT LAP Guidance;
- A summary of the **Regional Transportation Authority of Pima County** language assistance plan;
- A summary of the number and proportion of LAP persons in the **Regional Transportation Authority of Pima County** service area, the frequency of contact between the LAP population and

the agency's programs and activities, and the importance of the programs and activities to the population;

- A description of the type of language assistance that the agency is currently providing and instructions on how agency staff can access these products and services; and
- A description of the **Regional Transportation Authority of Pima County** cultural sensitivity policies and practices.

Language Identification Flashcard

2004 Census Test		United States Census 2010
LANGUAGE IDENTIFICATION FLASHCARD		
☐	ضع علامة في هذا المربع إذا كنت تقرأ أو تتحدث العربية.	1. Arabic
☐	Խոսողո՞ւմ ե՞սք 'նշո՞ւմ՝ կատարե՞լք այս քանակություն, եթե խոսում կամ կարողո՞ւմ եք հայերեն:	2. Armenian
☐	যদি আপনি বাংলা পড়েন বা বলেন তা হলে এই বাক্স দাগ দিন।	3. Bengali
☐	ឈ្មួចញ៉ាត់ក្នុងប្រអប់នេះ បើអ្នកអាន ឬនិយាយភាសា ខ្មែរ ។	4. Cambodian
☐	Motka i kahhon ya yangin ñntüñgnu' manitai pat ñntüñgnu' kumentos Chamorro.	5. Chamorro
☐	如果你能读中文或讲中文，请选择此框。	6. Simplified Chinese
☐	如果你能讀中文或講中文，請選擇此框。	7. Traditional Chinese
☐	Označite ovaj kvadratić ako čitate ili govorite hrvatski jezik.	8. Croatian
☐	Zaškrtněte tuto kolonku, pokud čtete a hovoříte česky.	9. Czech
☐	Kruis dit vakje aan als u Nederlands kunt lezen of spreken.	10. Dutch
☐	Mark this box if you read or speak English.	11. English
☐	اگر خواندن و نوشتن فارسی بلد هستید، این مربع را علامت بزنید.	12. Farsi

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Economic and Statistics Administration
U.S. CENSUS BUREAU

☐	Cocher ici si vous lisez ou parlez le français.	13. French
☐	Kreuzen Sie dieses Kästchen an, wenn Sie Deutsch lesen oder sprechen.	14. German
☐	Σημειώστε αυτό το πλαίσιο αν διαβάζετε ή μιλάτε Ελληνικά.	15. Greek
☐	Make kazyè sa a si ou li oswa ou pale kreyòl ayisyen.	16. Haitian Creole
☐	अगर आप हिन्दी बोलते या पढ़ सकते हैं तो इस बक्स पर चिह्न लगाएँ।	17. Hindi
☐	Kos lub voj no yog koj paub twm thiab hais lus Hmoob.	18. Hmong
☐	Jelölje meg ezt a kockát, ha megérti vagy beszél a magyar nyelvet.	19. Hungarian
☐	Markaam daytoy nga kahon no makabasa wenno makasaoka iti Ilocano.	20. Ilocano
☐	Marchi questa casella se legge o parla italiano.	21. Italian
☐	日本語を読んだり、話せる場合はここに印を付けてください。	22. Japanese
☐	한국어를 읽거나 말할 수 있으면 이 칸에 표시하십시오.	23. Korean
☐	ໃຫ້ທ່ານໄຫລຊ່ອງນີ້ ຖ້າທ່ານອ່ານຫຼືປາກົດພາສາລາວ.	24. Laotian
☐	Prosimy o zaznaczenie tego kwadratu, jeżeli posługuje się Pan/Pani językiem polskim.	25. Polish

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U.S. CENSUS BUREAU

☐ Cocher ici si vous lisez ou parlez le français.	13. French
☐ Kreuzen Sie dieses Kästchen an, wenn Sie Deutsch lesen oder sprechen.	14. German
☐ Σημειώστε αυτό το πλαίσιο αν διαβάζετε ή μιλάτε Ελληνικά.	15. Greek
☐ Make kazyé sa a si ou li oswa ou pale kreyòl ayisyen.	16. Haitian Creole
☐ अगर आप हिन्दी बोलते या पढ़ सकते हैं तो इस बक्स पर चिह्न लगाएँ।	17. Hindi
☐ Kos lub voj no yog koj paub twm thiab hais lus Hmoob.	18. Hmong
☐ Jelölje meg ezt a kockát, ha megérti vagy beszél a magyar nyelvet.	19. Hungarian
☐ Markaam daytoy nga kahon no makabasa wenno makasaoka iti Ilocano.	20. Ilocano
☐ Marchi questa casella se legge o parla italiano.	21. Italian
☐ 日本語を読んだり、話せる場合はここに印を付けてください。	22. Japanese
☐ 한국어를 읽거나 말할 수 있으면 이 칸에 표시하십시오.	23. Korean
☐ ໃຫ້ລາຍເລັກຊ່ອງນີ້ ຖ້າທ່ານອ່ານຫຼືເຫມາະສາດ.	24. Laotian
☐ Prosimy o zaznaczenie tego kwadratu, jeżeli posługuje się Pan/Pani językiem polskim.	25. Polish

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Non-elected Committees Membership Table

Subrecipients who select the membership of transit-related, non-elected planning boards, advisory councils, or committees must provide a table depicting the membership of those organizations broken down by race. Subrecipients also must include a description of the efforts made to encourage participation of minorities on these boards, councils, and committees.

☒ **Regional Transportation Authority of Pima County** does not select the membership of any transit-related committees, planning boards, or advisory councils.

Monitoring for Subrecipient Title VI Compliance

Describe how you monitor your subrecipients. This can be through site visits, submissions of Title VI Plans annually, or training and surveys.

☒ **Regional Transportation Authority of Pima County** does not monitor subrecipients for Title VI compliance as it does not have any FTA subrecipients.

Title VI Equity Analysis

A subrecipient planning to acquire land to construct certain types of facilities must not discriminate on the basis of race, color, or national origin, against persons who may, as a result of the construction, be displaced from their homes or businesses. “Facilities” in this context does not include transit stations or bus shelters, but instead refers to storage facilities, maintenance facilities, and operation centers.

There are many steps involved in the planning process prior to the actual construction of a facility. It is during these planning phases that attention needs to be paid to equity and non-discrimination through equity analysis. The Title VI Equity Analysis must be done before the selection of the preferred site.

Note: Even if facility construction is financed with non-FTA funds, if the subrecipient organization receives any FTA dollars, it must comply with this requirement.

☒ **Regional Transportation Authority of Pima County** has no current or anticipated plans to develop new transit facilities covered by these requirements

Fixed Route Transit Provider Analysis

Fixed Route: Public transit service (other than by aircraft) provided on a repetitive, fixed-schedule basis along a specific route, with vehicles stopping to pick up passengers.

A subrecipient providing fixed route service, as defined above, must determine the distribution of transit amenities or the vehicle assignments for each mode in a non-discriminatory manner. The subrecipient must develop policies to ensure service is not distributed on the basis of race, color, or national origin.

Effective practices to fulfill the Service Standards requirements include developing written policies covering each of the following service indicators: (can be expressed in writing or in table format – see Circular Appendix G & H pp. 87-91)

1) Vehicle Load for Each Mode

The Sun Shuttle fleet comprises a mix of 22', 26', and 30' foot cut-away transit vehicles. The average load factor for vehicles operating all day will not exceed 1.25 for all routes. The RTA's vehicles are not designed for passenger standing room. Our contractors ensure that if vehicles are at capacity that a back-up vehicle is provided.

2) Vehicle Headway for Each Mode

Sun Shuttle routes operate primarily as neighborhood circulators or intercity connectors. These service types typically operate less frequently than urban core services. As such, Sun Shuttle routes maintain a scheduled headway of 1.5 hours or better. Sun Shuttle routes operate at the same frequency all day. RTA's contractors maintain headway according to the posted schedule and to allow for passenger transfers and sufficient break time for drivers.

3) On Time Performance for Each Mode

The on-time performance standard for the Sun Shuttle fixed-route system is up to five (5) minutes late, but less than one (1) minute early relative to the printed time-point in the Ride Guide.

4) Service Availability for Each Mode

RTA's contractors ensure that vehicles are available and ready to provide scheduled service on each route.

5) Transit amenities for each mode

The RTA provides transit amenities for its customers in partnership with Sun Tran. These items include seating, shelters, canopies, and signage at bus stops, as well as signage, maps, schedules, and waste receptacles at transit centers. All bus stops and transit centers are ADA accessible. The distribution of amenities is determined by Sun Tran, and transit centers are shared with Sun Tran routes. The Sun Shuttle fleet operates seamlessly within the larger Sun Tran transit system. In many cases, Shuttle buses are able to take advantage of existing Sun Tran bus stop infrastructure. In areas served only by Sun Shuttle, transit amenities are based on the number of passenger boardings per stop.

6) Vehicle assignments for each mode

Vehicles operated in the Sun Shuttle service fleet will not exceed an average age of five years. All vehicles are similarly equipped with standard equipment including air-conditioning and ADA accessibility. Buses are assigned to routes that match the characteristics of the vehicles. Larger 36-foot buses are operated primarily on high ridership intercity routes. Smaller 22-foot vehicles are operated in the general public dial-a-ride areas. Vehicle assignments are determined by RTA's contractor and vehicles are assigned based on capacity and maintenance schedules, ensuring all passengers are served equally.

Board Approval for the Title VI Plan

The Plan will be taken to the RTA Board at their scheduled September 2026 meeting. Board minutes will be inserted here.

**SECOND AMENDMENT
TO
REGIONAL TRANSPORTATION AUTHORITY OF PIMA COUNTY CONTRACT FOR
TRANSIT SERVICES**

This **Second Amendment to Regional Transportation Authority of Pima County Contract for Transit Services** (this "Amendment") is made and entered into as of August 28, 2026 (the "Effective Date") by and between the **Regional Transportation Authority of Pima County** ("RTA") and **MTM Transit, LLC** ("Contractor"). RTA and Contractor are referred to collectively as the "Parties" and each individually as a "Party".

WHEREAS, the Parties are parties to that certain Regional Transportation Authority of Pima County Contract for Transit Services, dated August 28, 2025 (the "Agreement"); and

WHEREAS, the Parties now wish to amend the Agreement as set forth in this Amendment.

NOW, THEREFORE, in consideration of the mutual agreements, provisions, and covenants contained in this Amendment, the Parties hereby agree to the new terms as follows:

Scope of Work Section 1.32.3: No Independent Contractors and use of Third-Party Providers

Original Terms:

- a. No independent Contractors should be considered to fulfill the needs of driver staffing. A mix of full-time and part-time drivers is required to provide the quality of service expected for Sun Shuttle service.
- b. Third-party providers such as Uber, Lyft, and other ride sourcing as well as cab services may be used on an exception and temporary basis with prior approval by the RTA. The provider must meet RTA insurance requirements. The RTA does not pay for gasoline of third-party providers.
- c. RTA reimbursement for services by Third-party providers such as Uber, Lyft and other ride sourcing and cab service will be reimbursed 10% above the costs to the CONTRACTOR. CONTRACTOR must provide official service receipts of the trips provided.
- d. Prior to using third-party providers, CONTRACTOR must formalize Standard Operating Procedures (SOPs) that detail exactly how the trip dispatching process will occur when trips are dispatched to third party (Uber, Lyft, taxi service or other subcontractor). SOPs will be provided to RTA for review and approval prior to engaging third-party providers.
- e. If third-party providers and subcontractors are used for longer than 30 days, CONTRACTOR must outline how third-party service providers will be utilized, the circumstances why they are needed and a deadline for when the CONTRACTOR will discontinue use. f. RTA will audit the monthly passenger trips to make sure third-party contractors and subcontractors are not providing CONTRACTOR directly billed trips to the RTA.

New Terms:

- a. A mix of full-time and part-time drivers is required to provide the quality of service expected for Sun Shuttle service. Therefore, Independent Contractors should not be used to fulfill the need for necessary

August 2026

driver staffing. Nor may it serve as a substitute for vehicle shortages to meet capacity, delays in right-sizing a fleet, or due to a direct or indirect failure to maintain vehicles in a state of good repair. Additionally, all subcontracted transit services will be held to the same performance standards as MTM Transit and will be factored into the Key Performance Indicator (KPI) calculations each month.

b. Third-party providers such as Uber, Lyft, and any other ride sourcing, including cab services, may be used only with prior approval by the RTA. The provider must meet RTA insurance requirements and have the necessary provisions for providing equivalent service which includes but is not limited to scheduling and dispatching practices, shared closed-loop trips, and upholding equivalent safety and training standards. The training standards should be comparable to the training provided to employees of the contractor. The RTA reserves the right to review the Safety and ADA training practices of all third-party providers prior to approving subcontracted paratransit services.

c. RTA reimbursement for services by third-party providers such as Uber, Lyft and other ride sourcing and cab service will be reimbursed 10% above the costs to the CONTRACTOR. The CONTRACTOR must provide official service receipts of the trips provided. The RTA does not pay for gasoline of third-party providers. The RTA reserves the right to withhold or claw back reimbursements for any ineligible trip provided by a third-party provider. Ineligible trips include those provided by unapproved third-party providers, third party providers not meeting the agreed upon requirements, or providers who are “suspended” due to poor performance.

d. The CONTRACTOR must provide individual trip data for all subcontracted trips to the RTA each month. This data should be equivalent to what is collected and reported to the RTA for MTM provided paratransit trips. All subcontracted paratransit trips must be scheduled and reported through MTM Transit’s current trip scheduling software.

e. The CONTRACTOR must formalize Standard Operating Procedures (SOPs) that detail exactly how the trip dispatching process will occur when trips are dispatched to a third party (Uber, Lyft, taxi service or other subcontractor), and the process for resolving and reporting issues in a timely manner. The contractor must ensure the SOP clearly states any differences in the dispatching process or resolution practices between providers. Contact information for matters warranting resolution must be clearly identified within the SOP for each third-party provider.

The SOPs will be provided to RTA for review and must be approved prior to engaging any third-party provider.

f. Third-party providers and subcontractors must have provisions for closed-loop shared trips. Third party providers unable to meet the standard of providing closed loop shared trips may be used only for single rider trips on a limited and temporary basis not to exceed 30 days, unless approved by the RTA. The contractor may request from the RTA permission to extend past 30 days but not for increased use. The request must be made in writing and include an outline of how the third-party service provider (unable to provide shared closed loop trips) will be utilized, the circumstances for why they are needed and a proposed deadline for when the CONTRACTOR will discontinue use. All third-party providers are subject to review and approval for continued use at the RTA’s discretion. The RTA reserves the right to make these determinations based on the same performance metrics the contractor is held to, including reviewing any customer complaints. Third-party providers may be subject to suspension from providing service, if there

is a pattern of substandard performance or due to a high number of complaints or any potential egregious complaint.

g. RTA will audit the monthly passenger trips to ensure subcontractors are not providing CONTRACTOR directly billed trips to the RTA.

Scope of Work SECTION 1.3.1: Sun Shuttle Service

Original Terms:

The Sun Shuttle services that the CONTRACTOR will operate are comprised of nine (9) distinct transit routes that provide fixed route and in some cases deviated fixed-route services. The CONTRACTOR will provide the required ADA complementary paratransit service for Sun Shuttle via the Sun Shuttle Dial-a-Ride service for all routes except for Route 421X Green Valley/Sahuarita and Intercity Route 486. Contractor will also operate Valley Metro Route 685 that travels between Ajo to Phoenix. There are currently plans to transfer service operations to Valley Metro before the end of calendar year 2025.

New Terms:

The Sun Shuttle services that the CONTRACTOR will operate are comprised of eight (8) distinct transit routes that provide fixed route service. The CONTRACTOR will provide the required ADA complementary paratransit service for Sun Shuttle via the Sun Shuttle ADA Dial-a-Ride service for all routes except for Route 421X, Green Valley/Sahuarita, and Intercity Route 486.

Contract Section 5: Contract Value

Original Terms:

The RTA has authorized this Contract for three (3) years with two possible one (1) year extensions for a maximum contract period of five (5) years with a maximum three-year budget of \$41,325,870, not including TNC costs. Pricing will be renegotiated between the Contractor and the RTA at the end of the three-year term if optional extension year one is requested by the RTA.

New Terms:

The RTA has authorized this Contract for three (3) years with two possible one (1) year extensions for a maximum contract period of five (5) years with a maximum three-year budget, not to exceed \$41,914,716, including all TNC costs. Pricing will be renegotiated between the Contractor and the RTA at the end of the three-year term if optional extension year one is requested by the RTA.

Temporary Waiver of Paratransit On-Time Performance (OTP) Liquidated Damages (LDs)

RTA grants MTM Transit with a waiver for any Liquidated Damages associated with On-Time Performance for paratransit incurred between July 1st, 2026, and December 31st, 2026. This waiver is only valid for the 1% of total invoice scenario where OTP does not fall below 93% for complementary trips or below 88% for optional trips, as stated in the contract. OTP that falls below these values for paratransit service, will not be waived and are still expected to be deducted from the total invoice amount.

Contract Pricing Sheet

Original Pricing:

APPENDIX J - Pricing Page	
CONTRACTOR:	

Sun Shuttle Fixed Route and General Public Dial-a-Ride

		Year 1		Year 2		Year 3	
		Variable Rate					
SERVICE	ANNUAL ESTIMATED VEHICLE REVENUE MILES *	VARIABLE RATE PER REVENUE MILE	ANNUAL VARIABLE RATE TOTAL	VARIABLE RATE PER REVENUE MILE	ANNUAL VARIABLE RATE TOTAL	VARIABLE RATE PER REVENUE MILE	ANNUAL VARIABLE RATE TOTAL
Sun Shuttle Fixed Route - See note below	819,716	\$2.430	\$1,991,910	\$2.500	\$2,049,290	\$2.580	\$2,114,867
Sun Shuttle General Public Dial-a-Ride	143,233	\$4.070	\$582,958	\$4.190	\$600,146	\$4.320	\$618,767
Sun Shuttle ADA Dial-a-Ride	1,017,497	\$3.980	\$4,049,638	\$4.100	\$4,171,738	\$4.220	\$4,293,837
Total Annual Variable Rate Cost			\$6,624,506		\$6,821,174		\$7,027,471

* Estimates based on FY2024 revenue miles

NOTE: DO NOT INCLUDE FUEL COSTS FOR FIXED ROUTE SERVICE; RTA WILL PAY SAID COSTS DIRECTLY

Fixed Rate			
Administration	\$3,242,806	\$3,286,593	\$3,360,500
Customer Service	\$1,096,992	\$1,133,615	\$1,171,745
Insurance	\$528,390	\$536,316	\$544,361
Depreciation	\$1,311,569	\$1,311,569	\$1,311,569
Total Annual Fixed Rate Cost	\$6,179,757	\$6,268,093	\$6,388,175
Overhead	\$486,048	\$492,996	\$502,441
Profit	\$277,742	\$281,712	\$287,109
Total Profit & Overhead	\$763,790	\$774,708	\$789,550
Total Annual Costs/Pricing per Year	\$13,568,053	\$13,863,975	\$14,205,196

New Pricing:

New pricing sheet with exclusion of Route 685 variable and fixed rate costs, reduction of in-house paratransit trips, inclusion of expected TNC paratransit trip costs, and added vehicle insurance costs.

APPENDIX J - Pricing Page							
CONTRACTOR: MTM Transit							
Sun Shuttle Fixed Route and General Public Dial-a-Ride							
		Year 1		Year 2		Year 3	
		Variable Rate					
SERVICE	ANNUAL ESTIMATED VEHICLE REVENUE MILES *	VARIABLE RATE PER REVENUE MILE	ANNUAL VARIABLE RATE TOTAL	VARIABLE RATE PER REVENUE MILE	ANNUAL VARIABLE RATE TOTAL	VARIABLE RATE PER REVENUE MILE	ANNUAL VARIABLE RATE TOTAL
Sun Shuttle Fixed Route* - See note below	697,711	\$2.43	\$1,695,438	\$2.50	\$1,744,278	\$2.58	\$1,800,094
Sun Shuttle General Public Dial-a-Ride	143,233	\$4.07	\$582,958	\$4.19	\$600,146	\$4.32	\$618,767
Sun Shuttle ADA Dial-a-Ride**	723,924	\$3.98	\$2,881,218	\$4.10	\$2,968,088	\$4.22	\$3,054,959
* Estimates based on FY2026 revenue miles			\$5,159,613		\$5,312,512		\$5,473,821
** Based on 25% reduction of MTM paratransit service							
TNC Trips***	519,379	N/A	\$ 1,483,698	N/A	\$ 1,528,209	N/A	\$ 1,572,527
*** Estimate based on proportional % increase in TNC provided paratransit service							
NOTE: DO NOT INCLUDE FUEL COSTS FOR FIXED ROUTE SERVICE; RTA WILL PAY SAID COSTS DIRECTLY							
		Fixed Rate					
	Administration		\$3,242,806		\$3,286,593		\$3,360,500
	Customer Service		\$1,096,992		\$1,133,615		\$1,171,745
	Insurance		\$776,347		\$770,195		\$473,488
	Depreciation		\$1,311,569		\$1,311,569		\$1,311,569
	Total Annual Fixed Rate Cost		\$6,427,714		\$6,501,972		\$6,317,302
	Overhead		\$476,823		\$441,977		\$451,422
	Profit		\$271,155		\$245,287		\$250,684
	Total Profit &		\$747,978		\$687,264		\$702,106
	Total Annual Costs/Pricing per Year		\$13,819,003		\$14,029,957		\$14,065,756

IN WITNESS WHEREOF, the Parties have executed this Amendment as of the Effective Date above listed.

Regional Transportation Authority Pima County

MTM Transit, LLC

By: _____

By: _____

Name: _____

Name: _____

Title: _____

Title: _____

Date: _____

Date: _____

August 2026

SUBJECT: Master IGA (Projects)

Meeting	Meeting Date	Agenda Category	Agenda Item #
Technical Management Committee	September 9, 2026	Action	4

REQUESTED ACTION/SUGGESTED MOTION

The TMC will be asked to recommend approval of the Master IGA template between RTA and the following partner jurisdictions: City of South Tucson, Town of Oro Valley, Town of Marana, Town of Sahuarita, Pima County and City of Tucson.

ASSOCIATED OWP WORK ELEMENT/GOAL

Work Element 46, RTA Support

SUMMARY

As part of the ongoing activities to enhance program delivery, the IGA process has been streamlined to establish a Master IGA outlining the overall relationship between the RTA and each of the member jurisdictions for the duration of the Plan.

Project specific requirements will be outlined in a Project Charter which will be established for each project. The Project Charter will include the project description and benefits, financial commitments, both RTA and non-RTA funds, and key delivery roles and responsibilities assigned.

The Master IGA names a Jurisdiction Appointed Representative to sign Project Charter documents along with the RTA Executive Director.

PRIOR BOARD AND/OR COMMITTEE ACTION

The streamlined framework and IGA/Charter development process was presented to the TMC at the May 27, 2026, meeting and approved to be presented to the Board for

Packet Material Prepared: (date)

consideration.

FINANCIAL CONSIDERATIONS

Project Charters will include a total maximum amount for each project that aligns with the 2026 voter-approved Plan.

TECHNICAL, POLICY, LEGAL OR OTHER CONSIDERATIONS

None

ATTACHED ADDITIONAL BACKUP INFORMATION

[Master IGA Template](#)

Staff Contact/Phone	Michael Ortega, (520) 792-1093, ext. 4420 Greg Byers, (520) 792-1093 ext. 4470 Dan Gabiou, (520-792-1093 ext. 4465 Melanie Lawson, (520)792-1095 ext. 4425
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**INTERGOVERNMENTAL TRANSPORTATION FUNDING AGREEMENT
BETWEEN
THE REGIONAL TRANSPORTATION AUTHORITY OF PIMA COUNTY
AND
Insert Jurisdiction Name
FOR
DELIVERY OF RTA PLAN ELEMENTS**

This Intergovernmental Agreement (hereinafter “the Agreement”) is entered into by and between the Regional Transportation Authority of Pima County (“RTA” or “the Authority”), a special taxing district formed pursuant to Title 48 Chapter 30 of the Arizona Revised Statutes (A.R.S.), and Insert Jurisdiction Name, a body politic and corporate of the State of Arizona (“the Jurisdiction”) pursuant to A.R.S. § 11-952.

RECITALS

- A. A.R.S. § 48-5301, et seq., authorizes the Authority to act as a regional taxing authority for the purpose of funding multimodal transportation operations and improvements identified in the Regional Transportation Plan (“the Plan”) approved by the voters at the special election held in Pima County, Arizona, on March 10, 2026.
- B. The governing board of the Authority is composed of representatives of each member of the regional council of governments in accordance with A.R.S. § 48-5303.
- C. Pursuant to A.R.S. § 48-5304 (12), the governing board of the Authority has sole authority to implement the elements of the Plan.
- D. Pursuant to A.R.S. § 48-5304 (13), the governing board of the Authority shall coordinate the implementation of the Plan among the local jurisdictions.
- E. A Regional Transportation Fund was established by the Arizona Legislature per A.R.S. § 48-5307 to be the repository for those funds collected for the purpose of funding the transportation projects identified in the Plan.
- F. The Authority is authorized by A.R.S. §§ 48-5304 (16) and (18) and 48-5308 to administer and distribute the regional transportation funds to the members of the Authority, to enter into this contract for the full exercise of the powers granted to the Authority, and to sell bonds in furtherance of that purpose to fund those projects or programs identified in the Plan.
- G. The Authority and the Jurisdiction may contract for services and enter into agreements with one another for joint and cooperative action pursuant to A.R.S. § 11-951, et seq.
- H. The Jurisdiction is authorized by A.R.S. § 11-251 (4) or A.R.S. § 9-240 (B) (3) to design, maintain, control and manage public roads within the Jurisdiction’s jurisdictional boundaries.
- I. It is the policy of the Authority to require that for each individual project in the Plan, the parties will create a document identifying the scope of the project, the financial and schedule performance attributes, the lead agency for that project, and the roles and responsibilities

between the Jurisdiction, the RTA, and, where applicable, any partner jurisdictions (the “Project Charter”). Each Project Charter must be agreed to and approved and entered into by the Authority and the Jurisdiction, or their authorized representatives, before requests for funding reimbursement or payment related to that Project can be processed by the Authority.

- J. The Jurisdiction may enter into an Intergovernmental Agreement with one or more other jurisdictions within Pima County empowering the Jurisdiction to perform project activities associated with project development, along with making the actual improvements outside the Jurisdiction’s jurisdictional boundaries as necessary for individual projects. Where this need is identified, the roles of each jurisdiction will also be defined in the Roles and Responsibilities section of the Project Charter.

NOW, THEREFORE, the Insert Jurisdiction Name and Authority, pursuant to the above and in consideration of the matters and things set forth herein, do mutually agree as follows:

STANDARD PROVISIONS

1. **Purpose.** The purpose of this Agreement is to establish a uniform legal, administrative, and funding framework governing RTA-funded projects within Insert Jurisdiction Name as approved in the Plan including design, construction, operation and maintenance of RTA-funded transportation projects. Project specific requirements will be managed through a series of Project Charters, to be developed for each individual project.
2. **Effective Date; Term.** This Agreement shall become effective upon its execution by both parties and shall continue in effect until all improvements in the Plan constructed pursuant to this Agreement are completed, all eligible reimbursement payments to the Jurisdiction are concluded, and all warranties applicable to the projects outlined in the Project Charters have expired, unless terminated earlier in accordance with Section 15.
3. **Non-assignment.** Neither party to this Agreement shall assign its rights or obligations under this Agreement to any other party without written permission from the other party to this Agreement.
4. **Construction of Agreement.**
 - a. Entire agreement. This instrument, including any Project Charter(s) and Project Charter amendments entered into in accordance with this Agreement, constitutes the entire agreement between the parties pertaining to the subject matter hereof, and all prior or contemporaneous agreements and understandings, oral or written, are hereby superseded and merged herein. Any Project Charters and corresponding amendments are incorporated herein by this reference. Each Project Charter entered into between the parties pursuant to this Agreement will be attached to this Agreement as an Exhibit at the time the Project Charter is approved by the authorized representatives of each party and any time the Project Charter is amended.
 - b. Amendment. This Agreement may be modified, amended, altered or changed only by written agreement signed by both parties.

- c. Construction and interpretation. All provisions of this Agreement shall be construed to be consistent with the intention of the parties as expressed in the Recitals hereof.
 - d. Captions and headings. The headings used in this Agreement are for convenience only and are not intended to affect the meaning of any provision of this Agreement.
 - e. Severability. In the event that any provision of this Agreement or the application thereof is declared invalid or void by statute or judicial decision, such action shall have no effect on other provisions and their application, which can be given effect without the invalid or void provision or application, and to this extent the provisions of the Agreement are severable. In the event that any provision of this Agreement is declared invalid or void, the parties agree to meet promptly upon request of the other party in an attempt to reach an agreement on a substitute provision.
 - f. This Agreement is subject to cancellation pursuant to the provisions of A.R.S. § 38-511.
- 5. Ownership of Improvements.** Ownership and title to all improvements, including materials, equipment and appurtenances installed pursuant to this Agreement shall automatically vest in the Jurisdiction upon completion of the Project or, in the case of multi-jurisdictional projects, in the jurisdiction in which the improvements are located.
- 6. Legal Jurisdiction.** Nothing in this Agreement shall be construed as either limiting or extending the legal jurisdiction of the Jurisdiction or the Authority.
- 7. No Joint Venture.** It is not intended by this Agreement to, and nothing contained in this Agreement shall be construed to, create any partnership, joint venture or employment relationship between the parties or create any employer-employee relationship between the Jurisdiction and any Authority employees, or between Authority and any Jurisdiction employees. Neither party shall be liable for any debts, accounts, obligations nor other liabilities whatsoever of the other, including (without limitation) the other party's obligation to withhold Social Security and income taxes for itself or any of its employees.
- 8. No Third-Party Beneficiaries.** Nothing in the provisions of this Agreement is intended to create duties or obligations to or rights in third parties not parties to this Agreement or affect the legal liability of either party to the Agreement by imposing any standard of care different from the standard of care imposed by law.
- 9. Compliance with Law.** The parties shall comply with all applicable federal, state and local laws, rules, regulations, and standards without limitation to those designated within this Agreement.
- a. Anti-Discrimination. Neither party shall discriminate against any employee or client of either party or any other individual in any way because of that person's age, race, creed, color, religion, sex, sexual orientation, familial status, political affiliation, disability or national origin in the course of carrying out the duties pursuant to this IGA. Both parties shall comply with applicable provisions of Executive Order 75-5, as amended by Executive Order 2009-09 of the Governor of Arizona, which are incorporated into this

IGA by reference as if set forth in full herein, including the provisions of A.R.S. § 41-1463.

- b. Americans with Disabilities Act. This Agreement is subject to all applicable provisions of the Americans with Disabilities Act (Public Law 101-336, 42 U.S.C. 12101-12213) and all applicable federal regulations under the Act, including 28 CFR Parts 35 and 36, as well as the Genetic Information Nondiscrimination Act of 2008.
- c. Workers' Compensation. An employee of either party shall be deemed to be an "employee" of both public agencies, while performing pursuant to this Agreement, for purposes of A.R.S. § 23-1022 and the Arizona Workers' Compensation laws. The primary employer shall be solely liable for any workers' compensation benefits, which may accrue. Each party shall post a notice pursuant to the provisions of A.R.S. § 23-906 in, substantially, the following form:
 - i. All employees are hereby further notified that they may be required to work under the jurisdiction or control or within the jurisdictional boundaries of another public agency pursuant to an intergovernmental agreement or contract, and under such circumstances they are deemed by the laws of Arizona to be employees of both public agencies for the purposes of workers' compensation.

10. Waiver. Waiver by either party of any breach of any term, covenant or condition herein contained shall not be deemed a waiver of any other term, covenant or condition, or any subsequent breach of the same or any other term, covenant, or condition herein contained.

11. Force Majeure. A party shall not be in default under this Agreement if it does not fulfill any of its obligations under this Agreement because it is prevented or delayed in doing so by reason of uncontrollable forces. The term "uncontrollable forces" shall mean, for the purpose of this Agreement, any cause beyond the control of the party affected, including but not limited to failure of facilities, breakage or accident to machinery or transmission facilities, weather conditions, flood, earthquake, lightning, fire, epidemic, war, riot, civil disturbance, sabotage, strike, lockout, labor dispute, boycott, material or energy shortage, casualty loss, acts of God, or action or non-action by governmental bodies in approving or failing to act upon applications for approvals or permits which are not due to the negligence or willful action of the parties, order of any government officer or court (excluding orders promulgated by the parties themselves), and declared local, state or national emergency, which, by exercise of due diligence and foresight, such party could not reasonably have been expected to avoid. Either party rendered unable to fulfill any obligations by reason of uncontrollable forces shall exercise due diligence to remove such inability with all reasonable dispatch.

12. Notification. All notices or demands upon any party to this Agreement shall be in writing, unless other forms are designated elsewhere, and shall be delivered in person or sent by mail addressed as follows:

The Authority:

Executive Director

Pima Association of Governments/Regional Transportation Authority

1 E. Broadway Blvd., Suite 401
Tucson, AZ 85701

Jurisdiction representative:

(Title)
(Name)
(Address)

13. Remedies. Either party may pursue any remedies provided by law for the breach of this Agreement, subject to the provisions of Paragraph 14, below. No right or remedy is intended to be exclusive of any other right or remedy and each shall be cumulative and in addition to any other right or remedy existing at law or in equity or by virtue of this Agreement.

14. Dispute Resolution and Escalation. In the event of any dispute, disagreement, or issue arising under this Agreement or any applicable Project Charter, the Parties shall attempt to resolve the matter as set forth in this section. The timeframes in this section are not to be exceeded but may be made shorter by a specific Project Charter. Costs associated with project delays will be identified for the Board's consideration consistent with the Administrative Code and dispute resolution processes.

- a. Staff-Level Review. The parties first attempt to resolve the matter through informal discussions between the respective project managers or designated staff representatives within 15 calendar days of the dispute arising.
- b. Escalation to Management. If the matter cannot be resolved at the staff level within 15 calendar days, either Party may escalate the matter to the appropriate department directors or management representatives of the Parties to resolve the matter.
- c. Executive-Level Review. If the matter remains unresolved after 30 calendar days, the dispute shall be elevated to the executive leadership of the Parties, including the Executive Director of the Authority and the City Manager, Town Manager, County Administrator or equivalent executive of the Jurisdiction, for further consideration and resolution within 15 calendar days.
- d. RTA Board Consideration. If executive level discussions do not resolve the dispute within 45 days of issue identification, the matter may be presented to the RTA Board at the next reasonably available meeting for consideration, consistent with applicable law, Board policies, and the Authority's statutory responsibilities. Nothing herein shall be construed to limit or expand the authority of the RTA Board or any governing body of the Jurisdiction.
- e. Preservation of Rights. Except as otherwise provided by law, neither Party shall initiate litigation or other formal legal proceedings related to a dispute arising under this Agreement unless and until the escalation process described in this Section has been exhausted. Nothing in this section shall preclude either Party from seeking interim or emergency relief where necessary to prevent irreparable harm or to comply with legal obligations.

15. Termination. This Agreement and any Project Charter entered into pursuant to this Agreement, may be terminated as follows:

- a. By mutual agreement of the parties.
- b. If the Dispute Resolution process set forth in Section 14 fails to resolve the dispute between the parties relating to this Agreement, either party may terminate this Agreement for material breach of the Agreement by giving written notice of default to the other party and providing time to cure. Upon notice of default, the party in default shall have forty-five days to cure the default. If after 45 days the party in default has not cured the default and is not making reasonable progress towards curing the default, the other party may terminate this Agreement. Any such termination shall not relieve either party from liabilities or costs already incurred under this Agreement.
- c. If the Dispute Resolution process set forth in Section 14 fails to resolve the dispute between the parties relating to a Project Charter, either party may terminate the Project Charter in accordance with the notice and opportunity to cure provisions of Section 15(b), above. Alternatively, the parties may amend the Project Charter to revise the Roles and Responsibilities of the parties or otherwise resolve the dispute. Any such termination shall not relieve either party from liabilities or costs already incurred under the Project Charter.

16. Counterparts. This Agreement may be executed in two or more counterparts, each of which shall be deemed an original, but all of which together shall constitute one and the same instrument. The signature pages from one or more counterpart may be removed from such counterpart and attached to a single instrument.

ELEMENT/SUB-ELEMENT PROVISIONS

17. Projects and Project Charters. The Jurisdiction, with funding from the Authority, wishes to undertake the design and/or construction of improvements included in the Plan. The parties agree to enter into one or more Project Charters, the terms of which are incorporated into this Agreement by this reference and attached hereto as an Exhibit at the time they are executed, to accomplish the elements of the Plan within Jurisdiction's boundaries.

- a. Each Project Charter will relate to one of the transportation projects included in the Plan or a project that is eligible for funding as part of a categorical program included in the Plan.
- b. Each Jurisdiction is encouraged to appoint an authorized representative(s) to sign Project Charters along with the Executive Director (or designees) of the Authority to accelerate Project Charter execution. This would not preclude a jurisdiction from having a committee or authorized body to sign the Project Charter in accordance with jurisdictional policies.
- c. Project Charters will provide project descriptions and delivery information as well as roles and responsibilities of the Jurisdiction and RTA.

- d. For multi-jurisdictional projects, the applicable Project Charter shall define the roles and responsibilities of the Jurisdiction, the Authority, and each partner jurisdiction. The Project Charter will identify a lead agency, which may be updated for specific project segments and the Project Charter shall be amended accordingly.
- e. Project and program eligibility requirements for funding are identified in the RTA Administrative Code.

18. Funding. The Authority intends to fund RTA projects in accordance with this Agreement. Funding details, including the total maximum project amount, are identified in the 2026 voter-approved Plan and in Project Charters and are subject to A.R.S. Title 48 Chapter 30 and the RTA Administrative Code. Annual maximum expenditure will be established through the Transportation Improvement Program (TIP) process and in accordance with TIP Procedures. Any annual reimbursements that exceed the amounts programmed in the TIP and the annual RTA Budget require RTA Board approval and are subject to available revenues.

The Jurisdiction shall be responsible for securing and providing any committed non-RTA funding identified for its project in the Plan, unless otherwise specified in the applicable Project Charter.

19. Invoices.

- a. Monthly, the Jurisdiction shall be responsible for preparing and submitting to the Authority reimbursement requests (invoices) signed by a duly authorized representative of the Jurisdiction certifying conformance with all provisions outlined in the RTA Administrative Code and Project Charter.
- b. Invoices shall include sufficient background information documenting payments made to contractors, vendors or any other eligible costs identified in this Agreement or the RTA Administrative Code.
- c. The Jurisdiction must retain and certify all vendor receipts, invoices and any related Project records as needed and ensure that they are available for review for a minimum of five (5) years after final payment is made unless otherwise specified herein.

20. Reimbursements.

- a. Upon receipt of reimbursement requests, the Authority shall reimburse the Jurisdiction in accordance with the Project Charter. All payments and reimbursements shall comply with the RTA Administrative Code and the TIP.
- b. Reimbursements will generally be based on the schedules provided in the applicable Project Charter.
- c. Maximum Amount. Reimbursement under any Project Charter shall be limited to the inflation-adjusted, maximum amount authorized in the 2026 voter-approved Plan and further subject to availability of funds, unless otherwise approved by the RTA Board as set forth in Paragraph (d) below.

- d. Excess Costs. Jurisdiction may request reimbursement in excess of the amount set forth in Paragraph (c), above, but any such request shall require prior authorization by the RTA Board and shall remain subject to the availability of revenues as well as the Plan's provisions related to Potential Additional Revenue and the RTA Administrative Code.

21. Governing Documents

- a. The RTA's Administrative Code, available at RTAmobility.com will be the governing source for all procedural requirements, eligible work items and payments unless otherwise specified herein.
- b. The PAG and/or RTA Transportation Improvement Program (TIP) will be the governing source for all funding amounts, phase allocations, and overall delivery sequence.
- c. The applicable Project Charter shall establish the baseline project scope, schedule, and budget. Quarterly Key Performance Indicator (KPI) review and reporting, status update, and delivery requirements shall compare performance against that baseline and inform review of proposed changes. Any material deviation or major change from the approved Project shall require Authority approval in accordance with the Project Charter, Authority policy, and the RTA Administrative Code.
- d. The Jurisdiction and Authority will work cooperatively to identify solutions to any problems that may arise during the project that can impact Project delivery. The Project Charter will be updated to reflect any changes to roles and responsibilities as mutually agreed upon or as directed by the RTA Board.

22. Right-of-Way. The Jurisdiction shall assure all rights-of-way needed for any project are acquired unless otherwise specified in the Project Charter. Disposition of any portions of rights-of-way acquired but not needed (remnant parcels) shall comply with the RTA Administrative Code and any additional requirements set forth in the Project Charter.

23. Liability.

- a. **Indemnification:** To the fullest extent permitted by applicable law, the Jurisdiction agrees to indemnify, defend, and hold harmless the RTA and its Board, officers, officials, agents, and employees ("Indemnitees") from and against any and all allegations, claims, demands, suits, actions, proceedings, damages, liabilities, or penalties of any kind (including reasonable attorneys' fees and/or litigation expenses) arising out of the Jurisdiction's activities, including the negligent, reckless or intentional wrongful acts or omissions of its officials, agents, employees, contractors, subcontractors or volunteers, in performance of its obligations under this Agreement or in the use of RTA resources as described herein, regardless of how such claims are worded or styled or the specific cause of action asserted. The Jurisdiction's obligation under this section shall not apply to any damages caused by the negligent, reckless or intentional wrongful acts or omissions of RTA or its employees, agents or officers. This provision shall survive termination of this Agreement.

- b. In the event that, pursuant to an individual Project Charter, the RTA is responsible for delivering the Project, the RTA agrees to indemnify, defend and hold harmless the Jurisdiction and its officers, officials, agents and employees from and against any and all allegations, claims, demands, suits, actions, proceedings, damages, liabilities, or penalties of any kind (including reasonable attorneys' fees and/or litigation expenses) arising out of the RTA's activities, including the negligent, reckless or intentional wrongful acts or omissions of its officials, agents, employees, contractors, subcontractors or volunteers, in performance of its obligations under this Agreement, regardless of how such claims are worded or styled or the specific cause of action asserted. The RTA's obligation under this section shall not apply to any damages caused by the negligent, reckless or intentional wrongful acts or omissions of the Jurisdiction or its employees, agents or officers. This provision shall survive termination of this Agreement. This obligation to indemnify Jurisdiction shall apply only when specified in the applicable Project Charter.
- c. The Jurisdiction shall require its consultants and contractors performing activities pursuant to a Project Charter to name the Authority as an additional insured and additional indemnitee with respect to insurance policies for general liability, automobile liability, and defects in design in all of the Jurisdiction's contracts for the Project. The Jurisdiction shall also require its contractors to name the Authority as an additional beneficiary in any performance and payment-related assurances posted for the Project.
- d. Additionally, project specific indemnification and insurance requirements may be reflected in the Project Charter.
- e. If a claim or claims by third parties become subject to this indemnity provision, the parties to this Agreement shall expeditiously meet to discuss a common and mutual defense, including possible proportionate liability and payment of possible litigation expenses and damages.

In Witness Whereof, Insert Jurisdiction Name has caused this Agreement to be executed by the _____, upon resolution of the _____ attested to by the _____, and the Authority has caused this Agreement to be executed by its Chair of the Board.

REGIONAL TRANSPORTATION AUTHORITY OF PIMA COUNTY

Board Chair Date

ATTEST:

The foregoing Agreement between Insert Jurisdiction Name and the Authority has been approved as to content and is hereby recommended by the undersigned.

Michael J. Ortega, P.E., Executive Director Date

Insert Jurisdiction Name:

Mayor/Supervisor/Chair Date

ATTEST:

City Clerk/Clerk of the Board Date

ATTORNEY CERTIFICATION

The foregoing Agreement by and between the Regional Transportation Authority of Pima County and Insert Jurisdiction Name has been reviewed pursuant to A.R.S. Section 11-952 by the undersigned who have determined that it is in proper form and is within the powers and authority granted under the laws of the State of Arizona to those parties to the Agreement.

Regional Transportation Authority of Pima County:

Attorney for the Authority Date

Insert Jurisdiction Name:

Attorney for the Jurisdiction Date

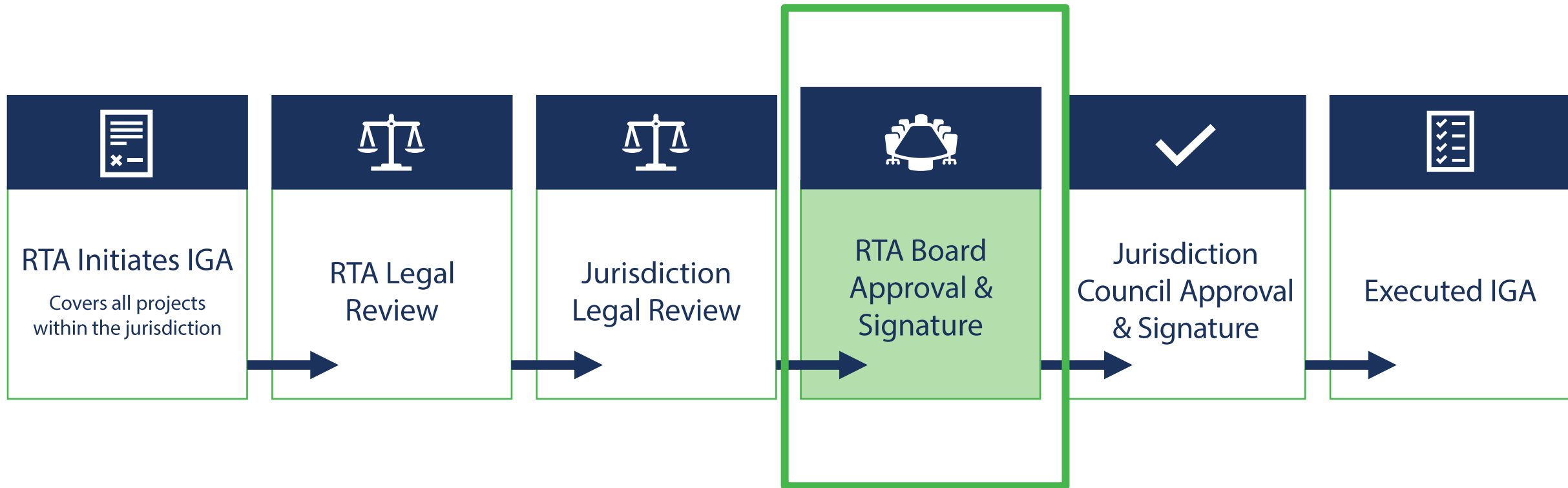
Master IGA and Project Charters

Process Recap



Greg Byers, Deputy Executive Director

RTA IGA Development & Approval Process



Summary of Document Improvements

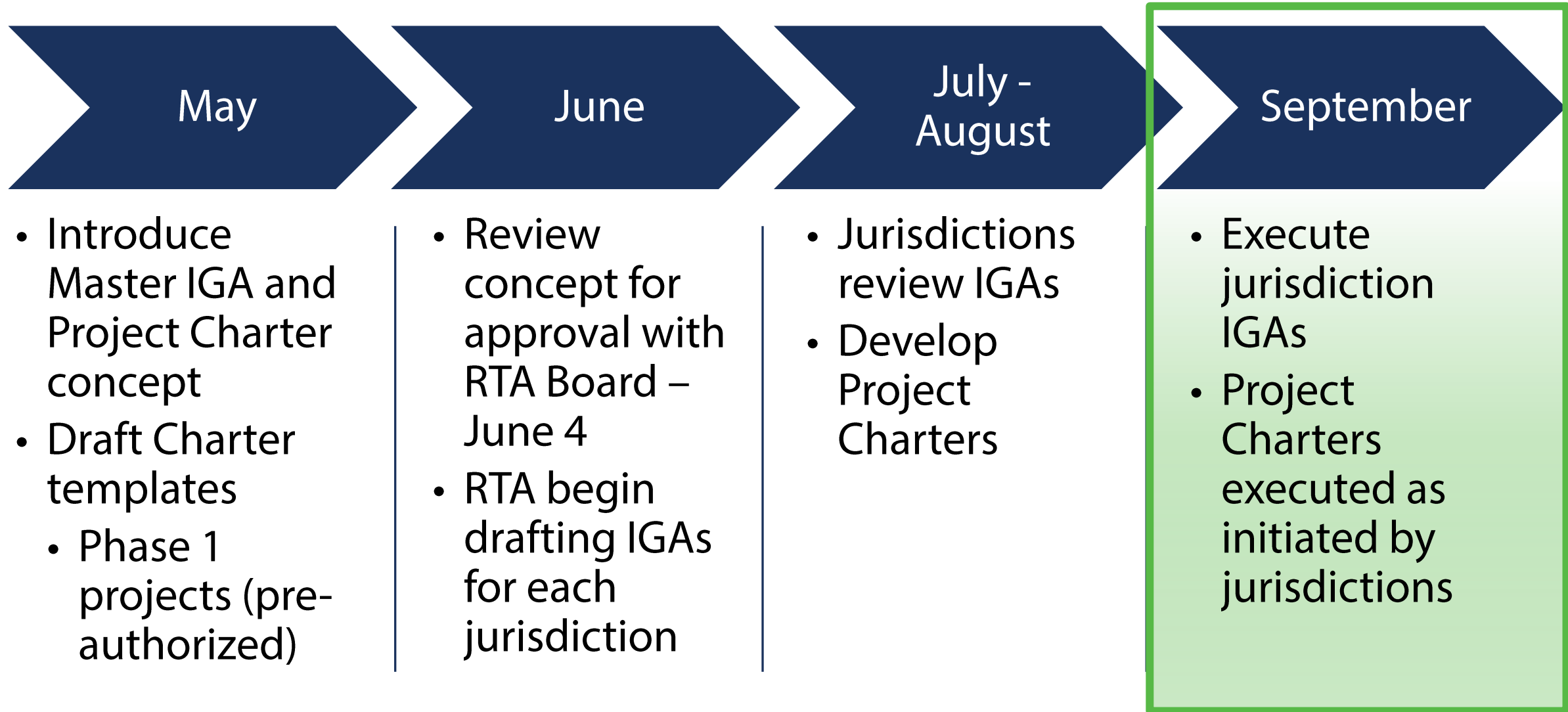


Reviews

- TMC Review
 - TMC Policy Subcommittee Review
 - Jurisdiction Legal Review
- Changes to address comments about multi-jurisdiction projects
 - Additional detail regarding the role of the Project Charter and incorporation of all Project Charters as an exhibit to the IGA
 - Changes to the dispute resolution and termination provisions to shorten dispute resolution timelines and make this section clearer (reference email to the RTA Board from the Executive Director on 7/24/2026)
 - Clarification that reimbursement is subject to available revenues in addition to the approved Plan budget for the project, and referencing the Potential Additional Revenue defined in the Plan
 - Addition to Indemnification provision to address situations where RTA delivers the project rather than the jurisdiction



Implementation Schedule – Next Steps





Questions?

Thank you

Visit rtamobility.com
info@rtamobility.com



SUBJECT: The City of Tucson Master IGA Transit Service and Operations

Meeting	Meeting Date	Agenda Category	Agenda Item #
Technical Management Committee	September 9, 2026	Action	4

REQUESTED ACTION/SUGGESTED MOTION

The TMC will be asked to recommend approval of Master IGA for Transit Service and Operations between the RTA and City of Tucson to the RTA Board. The IGA will cover all services and operations in the Transit Element of the Plan.

The TMC will be asked to recommend approval of the Town of Oro Valley Transit IGA for Sun Shuttle Services.

ASSOCIATED OWP WORK ELEMENT/GOAL

Work Element 46, RTA Support

SUMMARY

The RTA intends to fund transit services and operations in accordance with the IGA. Funding details, including the total maximum amount, are identified in the 2026 voter-approved Plan and in the Transit Service Charters. The annual maximum expenditure will be established through the Transportation Improvement Program (TIP) and in accordance with the applicable TIP policies and procedures and align with Appendix A of the RTA Administrative Code.

Oro Valley Sun Shuttle Dial-a-Ride Transit Service is an enhancement to the regional transit system and provides transit service throughout the greater Oro Valley area. The services operate as a dial-a-ride service model with connections to other regional transit services. The agreement was approved by Oro Valley Mayor and Council earlier this year and will be updated to reflect the Master IGA framework later this year.

PRIOR BOARD AND/OR COMMITTEE ACTION

The RTA Board previously approved two annual IGAs for the City of Tucson for RTA 1 for FY25-26 for Transit Services funded by the RTA with detailed Exhibits to estimate service delivery and expenses.

The RTA Board previously approved the IGA for the Town of Oro Valley Transit Services for a period of three years from 2023-2026.

FINANCIAL CONSIDERATIONS

The RTA will provide an annual reimbursement paid in four equal quarterly installments. Funding details, including the total maximum amount, are identified in the 2026 voter-approved Plan and in Transit Service Charters, following Appendix A of the RTA Administrative Code.

The agreement authorizes the Town of Oro Valley to invoice the RTA for reimbursement for operating transit services for the greater Oro Valley area while cooperatively working on the design, promotion, and regionalization of the Sun Shuttle Dial-a-Ride system. The IGA equals \$13,237,100 for the five-year term.

TECHNICAL, POLICY, LEGAL OR OTHER CONSIDERATIONS

None

ATTACHED ADDITIONAL BACKUP INFORMATION

[Master IGA Transit Service and Operations with the City of Tucson](#)
[Town of Oro Valley Intergovernmental Agreement and services rates schedule](#)

Staff Contact/Phone	
	Michael Ortega, (520) 792-1093, ext. 4420
	Greg Byers, (520) 792-1093 ext. 4470
	Mary Carter, (520) 792-1093. ext. 4424
	Preston McLaughlin, (520) 792-1093. ext. 4415

**INTERGOVERNMENTAL TRANSIT SERVICE AND OPERATIONS FUNDING
AGREEMENT BETWEEN
THE REGIONAL TRANSPORTATION AUTHORITY OF PIMA COUNTY
AND
City of Tucson
FOR
DELIVERY OF RTA PLAN TRANSIT SERVICES AND OPERATIONS**

This Intergovernmental Agreement (hereinafter “the Agreement”) is entered into by and between the Regional Transportation Authority of Pima County (“RTA” or “the Authority”), a special taxing district formed pursuant to Title 48 Chapter 30 of the Arizona Revised Statutes (A.R.S.), and the City of Tucson, a body politic and corporate of the State of Arizona (“the Jurisdiction”) pursuant to A.R.S. § 11-952.

RECITALS

- A. A.R.S. § 48-5301, et seq., authorizes the Authority to act as a regional taxing authority for the purpose of funding multimodal transportation operations and improvements identified in the Regional Transportation Plan (“the Plan”) approved by the voters at the special election held in Pima County, Arizona, on March 10, 2026.
- B. The governing board of the Authority is composed of representatives of each member of the regional council of governments in accordance with A.R.S. § 48-5303.
- C. Pursuant to A.R.S. § 48-5304 (12), the governing board of the Authority has sole authority to implement the elements of the Plan.
- D. Pursuant to A.R.S. § 48-5304 (13), the governing board of the Authority shall coordinate the implementation of the Plan among the local jurisdictions.
- E. A Regional Transportation Fund was established by the Arizona Legislature per A.R.S. § 48-5307 to be the repository for those funds collected for the purpose of funding the transportation projects identified in the Plan.
- F. The Authority and the Jurisdiction may contract for services and enter into agreements with one another for joint and cooperative action pursuant to A.R.S. § 11-951, et seq.
- G. Pursuant to A.R.S. § 48-5304 (9), the RTA is authorized to adopt rules that are proper or necessary to regulate the use, operation, and maintenance of its property and facilities, including its public transportation systems and related transportation facilities and services operating in its area of jurisdiction;
- H. The Jurisdiction, through its Department of Transportation & Mobility and agent Sun Tran, provides public transit services, including fixed route service, and as applicable, complimentary paratransit service to areas within designated areas of Pima County, Town of Marana, and City of South Tucson;

- I. The Jurisdiction is authorized by A.R.S. Title 9, its Charter, and its Mayor and Council, to oversee the design, operation, and management of RTA-funded transit services within the Jurisdiction's jurisdictional boundaries.
- J. The Jurisdiction may enter into an Intergovernmental Agreement with one or more other jurisdictions within Pima County empowering the Jurisdiction to perform transit services, operations, and improvements outside the Jurisdiction's jurisdiction boundaries as necessary for individual projects. Where this need is identified, the roles of each jurisdiction will also be defined in the Roles and Responsibilities section of the Project Charter.
- K. The parties desire to cooperate in the operation and administration of transit service and improvements included in the Plan.
- L. It is the policy of the Authority that for each individual transit service operation in the Plan, the parties will create a document identifying the scope of the service or operation, the financial and schedule performance attributes, the lead agency and the roles and responsibilities between the Jurisdiction and the RTA (the "Transit Service Charter." Each Transit Service Charter must be agreed to and approved and entered into by the Authority and the Jurisdiction, or their authorized representatives, before requests for funding reimbursement or payment related to that service or operation can be processed by the Authority.

NOW, THEREFORE, the City of Tucson and Authority, pursuant to the above and in consideration of the matters and things set forth herein, do mutually agree as follows:

STANDARD PROVISIONS

1. **Purpose.** The purpose of this Agreement is to establish the legal, administrative, and funding framework governing RTA-funded transit services and operations provided by the City of Tucson, as approved in the Plan for residents of designated areas of City of Tucson, Pima County, Town of Marana, and City of South Tucson. Service-specific requirements shall be addressed through one or more Transit Service Charters developed for the applicable transit services, including fixed-route transit services, complementary paratransit service, fare revenue and applicable assistance credits, associated capital and operating support, and transit amenities and supporting infrastructure.
2. **Effective Date; Term.** This Agreement shall become effective upon its execution by both parties and shall continue in effect until the transit services and operations authorized pursuant to this Agreement are completed, all eligible reimbursement payments to the Jurisdiction are concluded, and all warranties applicable to the services and operations outlined in the Transit Service Charters have expired, unless terminated earlier in accordance with Section 15.
3. **Transit Service Framework.**

The Jurisdiction shall provide transit services such as:

- Fixed-route services operating on established schedules and routes.
- Paratransit services.
- Safety and security of the transit system.

- Service adjustments for overcrowding, route modification, or system optimization.

Transit service definitions will be included in each Transit Service Charter.

- 4. Non-assignment.** Neither party to this Agreement shall assign its rights or obligations under this Agreement to any other party without written permission from the other party to this Agreement.

- 5. Construction of Agreement.**

- Entire Agreement. This Agreement, together with any Transit Service Charters and amendments executed in accordance with this Agreement, constitutes the entire agreement between the Parties with respect to the subject matter hereof and supersedes all prior or contemporaneous oral and written agreements and understandings relating thereto. Any such Transit Service Charters and amendments are incorporated herein by this reference. Each Transit Service Charter entered into between the parties pursuant to this Agreement will be attached to this Agreement as an exhibit at the time the Project Charter is approved by the authorized representatives of each party and any time the Project Charter is amended.
- Amendment. This Agreement may be modified, amended, altered or changed only by written agreement signed by both parties.
- Construction and interpretation. All provisions of this Agreement shall be construed to be consistent with the intention of the parties as expressed in the Recitals hereof.
- Captions and headings. The headings used in this Agreement are for convenience only and are not intended to affect the meaning of any provision of this Agreement.
- Severability. In the event that any provision of this Agreement or the application thereof is declared invalid or void by statute or judicial decision, such action shall have no effect on other provisions and their application, which can be given effect without the invalid or void provision or application, and to this extent the provisions of the Agreement are severable. In the event that any provision of this Agreement is declared invalid or void, the parties agree to meet promptly upon request of the other party in an attempt to reach an agreement on a substitute provision.
- This Agreement is subject to cancellation pursuant to the provisions of A.R.S. § 38-511.

- 6. Legal Jurisdiction.** Nothing in this Agreement shall be construed as either limiting or extending the legal jurisdiction of the Jurisdiction or the Authority.

- 7. No Joint Venture.** It is not intended by this Agreement to, and nothing contained in this Agreement shall be construed to, create any partnership, joint venture, or employment relationship between the parties or create any employer-employee relationship between the Jurisdiction and any Authority employees, or between the Authority and any Jurisdiction employees. Neither party shall be liable for any debts, accounts, obligations, or other liabilities whatsoever of the other, including, without limitation, the other party's obligation to withhold Social Security and income taxes for itself or any of its employees.

- 8. No Third-Party Beneficiaries.** Nothing in this Agreement is intended to create duties or obligations to, or rights in, third parties that are not parties to this Agreement or to affect the legal liability of either party by imposing any standard of care different from the standard of care imposed by law.
- 9. Compliance with Law.** The parties shall comply with all applicable federal, state, and local laws, rules, regulations and standards, without limitation to those designated within this Agreement.
- a. Anti-Discrimination. Neither party shall discriminate against any employee or client of either party or any other individual in any way because of that person's age, race, creed, color, religion, sex, sexual orientation, familial status, political affiliation, disability or national origin in the course of carrying out the duties pursuant to this IGA. Both parties shall comply with applicable provisions of Executive Order 75-5, as amended by Executive Order 2009-09 of the Governor of Arizona, which are incorporated into this IGA by reference as if set forth in full herein, including the provisions of A.R.S. § 41-1463.
 - b. Americans with Disabilities Act. This Agreement is subject to all applicable provisions of the Americans with Disabilities Act (Public Law 101-336, 42 U.S.C. 12101-12213) and all applicable federal regulations under the Act, including 28 CFR Parts 35 and 36, as well as the Genetic Information Nondiscrimination Act of 2008.
 - c. Workers' Compensation. An employee of either party shall be deemed to be an "employee" of both public agencies, while performing pursuant to this Agreement, for purposes of A.R.S. § 23-1022 and the Arizona Workers' Compensation laws. The primary employer shall be solely liable for any workers' compensation benefits, which may accrue. Each party shall post a notice pursuant to the provisions of A.R.S. § 23-906 in, substantially, the following form:
 - i. All employees are hereby further notified that they may be required to work under the jurisdiction or control of, or within the jurisdictional boundaries of, another public agency pursuant to an intergovernmental agreement or contract, and under such circumstances they are deemed by the laws of Arizona to be employees of both public agencies for workers' compensation purposes.
- 10. Waiver.** Waiver by either party of any breach of any term, covenant or condition herein contained shall not be deemed a waiver of any other term, covenant or condition, or any subsequent breach of the same or any other term, covenant, or condition herein contained.
- 11. Force Majeure.** A party shall not be in default under this Agreement if it does not fulfill any of its obligations under this Agreement because it is prevented or delayed in doing so by reason of uncontrollable forces. The term "uncontrollable forces" shall mean, for the purpose of this Agreement, any cause beyond the control of the party affected, including but not limited to failure of facilities, breakage or accident to machinery or transmission facilities, weather conditions, flood, earthquake, lightning, fire, epidemic, war, riot, civil disturbance, sabotage, strike, lockout, labor dispute, boycott, material or energy shortage, casualty loss,

acts of God, or action or non-action by governmental bodies in approving or failing to act upon applications for approvals or permits which are not due to the negligence or willful action of the parties, order of any government officer or court (excluding orders promulgated by the parties themselves), and declared local, state or national emergency, which, by exercise of due diligence and foresight, such party could not reasonably have been expected to avoid. Either party rendered unable to fulfill any obligations by reason of uncontrollable forces shall exercise due diligence to remove such inability with all reasonable dispatch.

- 12. Notification.** All notices or demands upon any party to this Agreement shall be in writing, unless other forms are designated elsewhere, and shall be delivered in person or sent by mail addressed as follows:

The Authority:

Executive Director

Pima Association of Governments/Regional Transportation Authority

1 E. Broadway Blvd., Suite 401

Tucson, AZ 85701

Jurisdiction representative(s):

City Manager

Timothy Thomure

City Hall, 10th Floor

255 W. Alameda St.

Tucson, AZ 85701

Director of Transportation & Mobility

Samuel Credio

Public Works Building

201 N. Stone Ave. 6th Floor north

Tucson, AZ 85701

- 13. Remedies.** Either party may pursue any remedies provided by law for the breach of this Agreement, subject to the provisions of Paragraph 14, below. No right or remedy is intended to be exclusive of any other right or remedy and each shall be cumulative and in addition to any other right or remedy existing at law or in equity or by virtue of this Agreement.

- 14. Dispute Resolution and Escalation.** In the event of a dispute, disagreement, or issue arising under this Agreement or any applicable Transit Service Charter, the Parties shall first attempt to resolve the matter through informal discussions between the respective project managers or designated staff representatives within fifteen (15) calendar days after the dispute arises. The timeframes in this section may be shortened by an applicable Transit Service Charter but shall not otherwise be extended. Costs associated with service delays may be identified for Board consideration consistent with the RTA Administrative Code and applicable dispute resolution processes.

- a. **Staff-Level Review.** The parties first attempt to resolve the matter through informal discussions between the respective project managers or designated staff representatives within 15 calendar days of the dispute arising.
- b. **Escalation to Management.** If the matter cannot be resolved at the staff level within 15 calendar days, either Party may escalate the matter to the appropriate department directors or management representatives of the Parties to resolve the matter.

- c. Executive-Level Review. If the matter remains unresolved after 30 calendar days, the dispute shall be elevated to the executive leadership of the Parties, including the Executive Director of the Authority and the City Manager, Town Manager, County Administrator, or equivalent executive of the Jurisdiction, for further consideration and resolution within 15 calendar days.
- d. RTA Board Consideration. If executive-level discussions do not resolve the dispute within 45 days of issue identification, the matter may be presented to the RTA Board at the next reasonably available meeting for consideration, consistent with applicable law, Board policies, and the Authority's statutory responsibilities. Nothing herein shall be construed to limit or expand the authority of the RTA Board or any governing body of the Jurisdiction.
- e. Preservation of Rights. Except as otherwise provided by law, neither Party shall initiate litigation or other formal legal proceedings related to a dispute arising under this Agreement unless and until the escalation process described in this Section has been exhausted. Nothing in this section shall preclude either Party from seeking interim or emergency relief where necessary to prevent irreparable harm or to comply with legal obligations.

15. Termination. This Agreement and any Project Charter entered into pursuant to this Agreement, may be terminated as follows:

- a. By mutual agreement of the parties.
- b. If the Dispute Resolution process set forth in Paragraph 14 fails to resolve the dispute between the parties relating to this Agreement, either party may terminate this Agreement for material breach of the Agreement by giving written notice of default to the other party and providing time to cure. Upon notice of default, the party said to be in default shall have forty-five days to cure the default. If after 45 days the party said to be in default has not cured the default and is not making reasonable progress toward curing the default, the other party may terminate this Agreement. Any such termination shall not relieve either party from liabilities or costs already incurred under this Agreement.
- c. If the Dispute Resolution process set forth in Paragraph 14 fails to resolve the dispute between the parties relating to a Project Charter, either party may terminate the Transit Service Charter in accordance with the notice and opportunity to cure provisions of Section 15(b) above. Alternatively, the parties may amend the Transit Service Charter to revise the Roles and Responsibilities of the parties or otherwise resolve the dispute. Any such termination shall not relieve either party from liabilities or costs already incurred under the Transit Service Charter.

16. Counterparts. This Agreement may be executed in two or more counterparts, each of which shall be deemed an original, but all of which together shall constitute one and the same instrument. The signature pages from one or more counterparts may be removed from such counterpart and attached to a single instrument.

ELEMENT/SUB-ELEMENT PROVISIONS

17. Transit Services and Transit Service Charters. The Jurisdiction, with funding from the Authority, shall provide transit services identified in the Plan. The parties agree to enter into one or more Transit Service Charters, the terms of which are incorporated into this Agreement by this reference, and attached hereto as an exhibit at the time they are executed, to accomplish the elements of the Plan within Jurisdiction's boundaries.

- a. Each Transit Service Charter shall define, as applicable:
 - i. Routes or service areas, as applicable
 - ii. Service miles and/or service hours
 - iii. Frequency, span, or schedules, as applicable
 - iv. Operational responsibilities
 - v. Cost methodology and eligible expenses
 - vi. Number of trips
- b. Each Jurisdiction is encouraged to appoint authorized representative(s) to sign Transit Service Charters along with the Executive Director (or designee) of the Authority to accelerate Charter execution. This does not preclude a jurisdiction from requiring committee or governing body approval in accordance with jurisdictional policies.
- c. Transit Service Charters will provide service delivery and performance information, such as ridership, service reliability, cost efficiency, and other mutually agreed measures for use in reporting and oversight.
- d. Transit service cost eligibility requirements are identified in the RTA Administrative Code.

18. Funding. The Authority intends to fund transit services and operations in accordance with this Agreement. Funding details, including the total maximum amount are identified in the 2026 voter-approved Plan and in Transit Service Charters and are subject to ARS Title 48 Chapter 30 and the RTA Administrative Code. Annual maximum expenditure will be established through the Transportation Improvement Program (TIP) process and in accordance with applicable TIP policies and procedures. Any annual reimbursement requests that exceed the amounts programmed in the TIP and the annual RTA budget will require RTA Board approval and remain subject to available revenues.

The Jurisdiction shall be responsible for securing and providing any committed non-RTA funding identified for its project in the Plan, unless otherwise specified in the applicable Transit Service Charter.

19. Annual Reimbursement.

- a. The Authority shall provide an annual reimbursement to the Jurisdiction in accordance with the applicable Transit Service Charter. Annual reimbursements shall be paid in four equal quarterly installments, with the first installment due at the end of the first quarter following execution of this Agreement.
- b. Release of any annual reimbursement amount remains subject to the applicable Transit Service Charter, the RTA Administrative Code, approved TIP

programming, an adopted annual RTA budget, RTA Board approval where required, and the availability of revenues.

- c. Maximum Amount. Total annual reimbursement under any Transit Service Charter shall be limited to the inflation-adjusted maximum amount authorized in the 2026 voter-approved Plan and further subject to availability of funds, unless otherwise approved by the RTA Board as set forth in Paragraph (d) below. The applicable Transit Service Charter shall identify the annual reimbursement amount and describe the methodology used to determine that amount, which may include additional jurisdictional allocations under Appendix A of the RTA Administrative Code for transit services the City of Tucson provides in other jurisdictions.
- d. Excess Costs. Jurisdiction may request reimbursement in excess of the amount set forth in Paragraph (c) above, but any such request shall require prior authorization by the RTA Board and shall remain subject to the availability of revenues as well as the Plan's provisions related to Potential Additional Revenue and the RTA Administrative Code.

20. Annual Review.

- a. The Jurisdiction will meet with the Authority annually and provide sufficient documentation certifying conformance with all provisions outlined in the RTA Administrative Code and the applicable Transit Service Charters, including documentation sufficient to support annual reconciliation of the reimbursement. Documentation will include:
 - i. Contractor invoices
 - ii. Direct expenses
 - iii. Progress Report (summary of Quarterly Analysis)
- b. Use of Funds; Reconciliation. The Jurisdiction shall use annual reimbursements solely for eligible purposes under this Agreement, the applicable Transit Service Charter, and the RTA Administrative Code. Any funds determined through annual review, audit, or reconciliation to be unexpended, ineligible, or unsupported shall be returned to the Authority or credited against a future reimbursement amount, as provided in the applicable Transit Service Charter or otherwise agreed by the Parties consistent with the RTA Administrative Code.
- c. Unused or Ineligible Funds. Any funds identified through annual review, audit, or reconciliation as unexpended, ineligible, or unsupported shall be addressed as follows: (i) unexpended funds shall be provided to the Jurisdiction as a credit against a future annual reimbursement or a carryforward for specified eligible purposes. Nothing in this subsection limits the Authority's right to offset amounts due against a future annual reimbursement to the extent permitted by the applicable Transit Service Charter and the RTA Administrative Code.
- d. The Jurisdiction must retain and certify all vendor receipts, invoices, payroll or operating support documentation, and other related records as needed, and ensure that they are available for review for a minimum of five (5) years after final payment is made unless otherwise specified herein.

21. Quarterly Key Performance Indicators (KPIs)

- a. Quarterly, the Jurisdiction shall prepare and submit to the Authority KPI data to support the Quarterly Analysis update to the TMC, CART, and RTA Board. Additional KPIs can be included in each Charter and as information and tracking potentially improves with the use of technology or other software. Quarterly Analysis Transit KPIs for standard fixed route transit operations include at a minimum:
 - i. Ridership
 - ii. On-time performance
 - iii. Passengers per revenue hour
 - iv. Passengers per revenue mile
 - v. Vehicle revenue miles
 - vi. Vehicle revenue hours
- b. Additional required metrics related to transit service or operations may be specified in the applicable Transit Service Charter.

22. Governing Documents. The RTA Administrative Code, available at RTAmobility.com will be the governing source for all procedural requirements, eligible work items and payments unless otherwise specified herein.

The PAG and/or RTA Transportation Improvement Program (TIP) will be the governing source for all funding amounts and annual reimbursements. Each applicable Transit Service Charter shall establish the baseline service scope, performance expectations, schedule, budget, annual reimbursement amount and calculation methodology, payment schedule, and review or reconciliation requirements. Any material deviation from an approved Transit Service Charter requires Authority approval in accordance with the Charter, Authority policy, and the RTA Administrative Code.

The Jurisdiction and the Authority shall work cooperatively to address issues arising during service delivery that may affect implementation. The applicable Transit Service Charter shall be updated to reflect mutually agreed changes to roles, responsibilities, service scope, schedule, budget, annual reimbursement timing, reconciliation procedures, or changes otherwise directed by the RTA Board.

23. Transit Facilities, Workforce, and Supporting Resources. Except as otherwise specified in the applicable Transit Service Charter, the Jurisdiction is responsible for the facilities, transit stops, passenger amenities, fleet support assets, operational personnel, maintenance, personnel, administrative personnel, financial and accounting staff, management personnel and other resources necessary to provide transit services supported by this Agreement. The acquisition, use, disposition, and maintenance of such assets shall comply with the RTA Administrative Code and any additional requirements set forth in the applicable Transit Service Charter.

Nothing in this Agreement shall be construed to make RTA the employer of any transit employee, contractor, operator, maintenance employee, administrative employee, or union-represented employee utilized in providing transit services under this Agreement.

24. Transit Service Modifications. The Jurisdiction and the Authority will coordinate on any modifications to routes, schedules, or fares. Changes involving federal funding may require a public input process consistent with Federal Transit Administration (FTA) requirements. If public input is needed, the parties agree to work cooperatively on a coordinated public input process. Approved changes shall be documented through an update to the Transit Service Charter.

25. Liability.

- a. Indemnification: To the fullest extent permitted by applicable law, the Jurisdiction agrees to indemnify, defend, and hold harmless the RTA and its Board, officers, officials, agents, and employees (“Indemnitees”) from and against any and all allegations, claims, demands, suits, actions, proceedings, damages, liabilities, or penalties of any kind (including reasonable attorneys’ fees and/or litigation expenses) arising out of the Jurisdiction’s activities, including the negligent, reckless or intentional wrongful acts or omissions of its officials, agents, employees, contractors, subcontractors or volunteers, in performance of its obligations under this Agreement or in the use of RTA resources as described herein, regardless of how such claims are worded or styled or the specific cause of action asserted. The Jurisdiction’s obligation under this section shall not apply to any damages caused by the negligent, reckless or intentional wrongful acts or omissions of RTA or its employees, agents or officers. This provision shall survive termination of this Agreement.
- b. In the event that, pursuant to an individual Transit Service Charter, the RTA is responsible for delivering the service, the RTA agrees to indemnify, defend and hold harmless the Jurisdiction and its officers, officials, agents and employees from and against any and all allegations, claims, demands, suits, actions, proceedings, damages, liabilities, or penalties of any kind (including reasonable attorneys’ fees and/or litigation expenses) arising out of the RTA’s activities, including the negligent, reckless or intentional wrongful acts or omissions of its officials, agents, employees, contractors, subcontractors or volunteers, in performance of its obligations under this Agreement, regardless of how such claims are worded or styled or the specific cause of action asserted. The RTA’s obligation under this section shall not apply to any damages caused by the negligent, reckless or intentional wrongful acts or omissions of the Jurisdiction or its employees, agents or officers. This provision shall survive termination of this Agreement. This obligation to indemnify Jurisdiction shall apply only when specified in the applicable Transit Service Charter.
- c. The Jurisdiction shall require its contractors performing activities pursuant to a Transit Service Charter to name the Authority as an additional insured and additional indemnitee with respect to insurance policies for general liability, automobile liability, and defects in design in all of the Jurisdiction’s contracts for the Project. The Jurisdiction shall also require its contractors to name the Authority as an additional beneficiary in any performance and payment-related assurances posted for the Project.
- d. Additional, project specific indemnification and insurance requirements may be reflected in the Transit Service Charter.

- e. If a claim or claims by third parties become subject to this indemnity provision, the parties to this Agreement shall expeditiously meet to discuss a common and mutual defense, including possible proportionate liability and payment of possible litigation expenses and damages.

IN WITNESS WHEREOF, the City of Tucson has caused this Agreement to be executed by its duly authorized representative, and the Authority has caused this Agreement to be executed by the Chair of its Board.

REGIONAL TRANSPORTATION AUTHORITY OF PIMA COUNTY

Board Chair

Date

ATTEST:

The foregoing Agreement between the City of Tucson and the Authority has been approved as to content and is hereby recommended by the undersigned.

Michael J. Ortega, P.E., Executive Director

Date

City of Tucson:

Regina Romero, Mayor

Date

ATTEST:

Marissa Stoller, City Clerk

Date

ATTORNEY CERTIFICATION

The foregoing Agreement by and between the Regional Transportation Authority of Pima County and the City of Tucson has been reviewed pursuant to A.R.S. Section 11-952 by the undersigned, who have determined that it is in proper form and is within the powers and authority granted under the laws of the State of Arizona to those parties to the Agreement.

Regional Transportation Authority of Pima County:

Attorney for the Authority

Date

City of Tucson:

Roi Lusk, City Attorney

Date

RESOLUTION NO. (R)26-25

A RESOLUTION OF THE MAYOR AND COUNCIL OF THE TOWN OF ORO VALLEY, ARIZONA, AUTHORIZING AND APPROVING AN INTERGOVERNMENTAL AGREEMENT BETWEEN THE REGIONAL TRANSPORTATION AUTHORITY OF PIMA COUNTY AND THE TOWN OF ORO VALLY FOR REGIONAL TRANSIT SERVICE IMPROVEMENTS; AND DIRECTING THE TOWN MANAGER, TOWN CLERK, TOWN ATTORNEY, OR THEIR DULY AUTHORIZED OFFICERS AND AGENTS TO TAKE ALL STEPS NECESSARY TO CARRY OUT THE PURPOSES AND INTENT OF THIS RESOLUTION

WHEREAS, The Town is authorized by A.R.S. § 9-240(B)(3) to design, maintain, control and manage public roads within the boundaries of the Town; and

WHEREAS, the Town of Oro Valley and the Regional Transportation Authority of Pima County (RTA) may contract for services and enter into agreements with one another for joint or cooperative action pursuant to A.R.S. § 11-952; and

WHEREAS, the Town and the RTA desire to enter into an Intergovernmental Agreement, attached hereto as Exhibit "A", to provide transit services for the greater Oro Valley area while cooperatively working on the design, promotion and regionalization of the Sun Shuttle Dial-a-Ride system.

NOW, THEREFORE, BE IT RESOLVED by the Mayor and Town Council of the Town of Oro Valley, Arizona that:

SECTION 1. The Intergovernmental Agreement (IGA) between the Regional Transportation Authority of Pima County and the Town of Oro Valley to provide transit services for the greater Oro Valley area while cooperatively working on the design, promotion and regionalization of the Sun Shuttle Dial-a-Ride system, attached hereto as Exhibit "A" and incorporated herein by this reference, is hereby approved.

SECTION 2. The Mayor and other administrative officials of the Town of Oro Valley are hereby authorized to take such steps as necessary to execute and implement the terms of the Agreement.

SECTION 3. the Town Manager, Town Clerk, Town Attorney, or their duly authorized officers and agents are hereby authorized and directed to take all steps necessary to carry out the purposes and intent of this resolution.

SECTION 4. All Oro Valley resolutions or motions and parts of resolutions or motions of the Council in conflict with the provision of this Resolution are hereby repealed.

SECTION 5. If any section, subsection, sentence, clause, phrase or portion of this Resolution or the IGA, attached hereto as Exhibit "A" is for any reason held to be invalid or unconstitutional by the decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions thereof.

PASSED AND ADOPTED by Mayor and Town Council, the Town of Oro Valley, Arizona, this 3rd day of June, 2026.

TOWN OF ORO VALLEY

E-SIGNED by Joseph C. Winfield
on 2026-06-04 16:10:22 GMT

Joseph C. Winfield, Mayor

ATTEST:

E-SIGNED by Michael Standish
on 2026-06-08 15:23:20 GMT

Michael Standish, Town Clerk

APPROVED AS TO FORM:

E-SIGNED by Steven Zraick
on 2026-06-05 18:16:15 GMT

Steven Zraick, Town Attorney

Date: _____

Date: _____

EXHIBIT “A”

**INTERGOVERNMENTAL TRANSPORTATION FUNDING AGREEMENT
BETWEEN
THE REGIONAL TRANSPORTATION AUTHORITY OF PIMA COUNTY
AND
THE TOWN OF ORO VALLEY
FOR
REGIONAL TRANSIT SERVICE IMPROVEMENTS:
PROJECT 250 DIAL-A-RIDE TRANSIT SERVICES IMPROVEMENTS**

This Agreement (hereinafter “the Agreement”) is entered into by and between the Regional Transportation Authority of Pima County (“RTA” or “the Authority”), a special taxing district formed pursuant to Title 48 Chapter 30 of the Arizona Revised Statutes (A.R.S.), and the Town of Oro Valley, a political subdivision of the State of Arizona (“the Lead Agency”) pursuant to A.R.S. 11-952.

RECITALS

- A. A.R.S. 48-5301, et seq., authorizes the Authority to act as a regional taxing authority for the purpose of funding multi-model transportation operations and improvements identified in the Regional Transportation Plan (“the Plan”) approved by the voters at the special election held in Pima County, Arizona on March 10, 2026.
- B. The governing board of the Authority is composed of representatives of each member of the regional council of governments in accordance with A.R.S. 48-5303.
- C. Pursuant to A.R.S. 48-5304 (12) the governing board of the Authority has sole authority to implement the elements of the Plan.
- D. Pursuant to A.R.S. 48-5304 (13), the governing board of the Authority shall coordinate the implementation of the Plan among the local jurisdictions.
- E. A Regional Transportation Fund was established by the Arizona Legislature per A.R.S. 48-5307 to be the repository for those funds collected for the purpose of funding the transportation projects identified in the Plan.

- F. The Authority is authorized by A.R.S. 48-5304 (16) and 48-5308 to administer and distribute the regional transportation funds to the members of the Authority and to sell bonds in furtherance of that purpose to fund those projects of programs identified in the Plan.
- G. It is the policy of the Authority to require that a Lead Agency be identified and an intergovernmental agreement (IGA) be approved and entered into by the Authority and the Lead Agency before requests for funding reimbursement or payment can be processed by the Authority.
- H. The Town of Oro Valley has been identified as the Lead Agency for the Project and will be responsible for all aspects of project implementation including, but not limited to: planning, project management, risk management, design, right of way acquisition, service delivery and operation, administration, advertisement, award, execution and administration of the Project.
- I. The Lead Agency is authorized by A.R.S. Title 9, and its Mayor and Council, to oversee design, operation and management of RTA-funded transit services within the Lead Agency's jurisdictional boundaries.
- J. The Lead Agency may have a legal contract with one or more jurisdictions within Pima County empowering the Lead Agency to perform transit service and improvements outside the Lead Agency's jurisdictional boundaries.
- K. The Project is one of the transportation projects included in the Plan or is eligible for funding as part of a categorical program included in the Plan.
- L. The Authority intends to fund the Project under the terms and conditions contained in this Agreement and has entered into this Agreement for that purpose.
- M. The Authority and the Lead Agency may contract for services and enter into agreements with one another for joint and cooperative action pursuant to A.R.S. 11-951, et seq.

NOW, THEREFORE, the Town of Oro Valley and the Authority, pursuant to the above and in consideration of the matters and things set forth herein, do mutually agree as follows:

AGREEMENT

1. **Purpose.** The purpose of this Agreement is to set forth the responsibilities of the parties for the design, construction, maintenance of the Project, as defined in Exhibit A, and to address the legal and administrative matters among the parties.
2. **Dial-a-Ride (DAR) Transit Service.** The proposed DAR transit service is to operate in a call and ride service mode with connections to the regional transit services. This service is more fully depicted in the attached Exhibit(s), including the following:
 - a. Detailed Service scope and schedule.
 - b. Service budget and cost breakdown of items eligible for reimbursement by the Authority including any proposed billing of staff time directly attributable to the Project.
 - c. Total amount of RTA funding allowed for the Service plus a breakdown of any other regional, local, federal or state funding available.
 - d. Designation of Service implementation phases, if applicable, and any additional related agreements.
 - e. Estimated service start date and duration of Service.
 - f. Projected cost reimbursement timeline.
 - g. Any anticipated capital or direct costs.
 - h. Identified of the Lead Agency's duly authorized representative for signing and submitting payment requests.
3. **Effective Date; Term.** This Agreement shall become effective upon filing a fully executed original with the office of the Pima County Recorder and shall continue in effect for the duration of the service proposed in Exhibit A. Expenditures for approved RTA projects made prior to the filing of this Agreement may be eligible for reimbursement.
4. **Responsibilities of the Lead Agency.**
 - a. The Lead Agency shall be responsible for the design, construction and/or operation of the Project in accordance with this Agreement and all applicable public transit facility design and construction standards, RTA minimum equipment specification, Americans with Disability Act (ADA) policies and standards, and Federal Transit Administration (FTA) policies and standards. Design Standards are federal, state, county or municipal standards for engineering, traffic, safety, accessibility, service operations, or public works

facilities design. Examples of standards include: ADA design guidelines for accessible transit vehicles; facilities and bus stops; ADA rider eligibility policies; FTA vehicle procurement requirements; and FTA guidelines for the design of vehicle maintenance facilities, park-and-ride facilities, and bus stops.

- b. The Lead Agency shall adhere to all policies adopted by the RTA for seamless transit service delivery.
- c. The Lead Agency shall perform public outreach prior to the initiation of this service or changes to the service once the service has been established. The Lead Agency shall coordinate its public outreach efforts with the Authority and other transit providers to ensure consistent public information is provided and adhere to all federal requirements.
- d. If consultants or contractors are employed to perform any portion of the Service, the Lead Agency shall be responsible for the contracts for design, construction, operation, and administration of the Service and shall select the consultants and contractors to be used on the Service. The Lead Agency shall immediately provide to the Authority copies of any and all contract documents and related materials upon request by the Authority. The Lead Agency shall retain the usual rights of the owner of a public contract including the authority to approve changes and make payments.
- e. Any changes to the Service which would result in the final project cost deviating, by ten or more percent, from the Authority's budget amount for the Service, must be approved by the Authority in advance of any changes being made, regardless of the fact that the Authority will not be paying for them.
- f. The Lead Agency shall be responsible for the assuming all risks associated with the Service except those that are assigned to another agency or jurisdiction that has agreed to that assumption.
- g. The Lead Agency shall require its contractors performing any portion of the Service to name the Authority as additionally insured and additional indemnitee in all of the Lead Agency's contracts for the Service. The Lead

Agency shall also require its contractors to name the Authority as an additional beneficiary in any performance.

- h. The Lead Agency shall be responsible for then preparing and submitting to the Authority, within the first week of each month or as otherwise specified herein, invoices for payment signed by a dully authorized representative of the Lead Agency and which include sufficient background information documenting payments made to contractors, vendors or any other eligible costs identified in this Agreement or the RTA's Administrative Code. The Lead Agency must retain and certify all vendor receipts, invoices and related Service records as needed and ensure that they are available for review for a minimum of five (5) years after final payment is made unless otherwise specified herein.
- i. The Lead Agency shall be responsible for submitting a status report describing its progress and adherence to the Service scope, schedule and budget with each request for payment.

5. Responsibilities of Authority.

- a. Upon receipt of authorized payment requests, the Authority shall convey to the Lead Agency RTA funds in the amount specified in Exhibit A on a reimbursement basis unless otherwise specified herein. It is acknowledged that the amount identified in Exhibit A is an estimated cost. Actual reimbursements may be less than or greater than the amount reflected in Exhibit A. All payments and reimbursements shall follow the policies outlined in the RTA's Administrative Code.
- b. The reimbursement rate will be at a net cost per hour, the rate paid will be the actual cost incurred, negotiated bi-annually. Other RTA direct costs may be included in Lead Agency billings. Other RTA direct costs are generally of a non-recurring nature and typically do not impact the daily operations of the system. The Authority and Lead Agency will mutually agree upon the eligible other RTA direct costs and said expenditures will be noted on the exhibits attached hereto. Lead Agency will be reimbursed for all other direct RTA costs, subject to receipt of appropriate and sufficient documentation.

- c. Reimbursements will generally be based on the Service schedules established by the Lead Agency and contained in the Exhibit A.
 - d. The RTA staff will review all payment requests to confirm that the request is for reimbursement of costs incurred by the Lead Agency for the Service. If the Authority determines that additional information is needed, the Lead Agency will be notified of the request for additional information within five days of receipt of the invoice by RTA.
 - e. Upon approval of the request by RTA, the invoice will be processed for payment within ten working days of the invoice submittal.
 - f. RTA shall provide all necessary cooperation and assistance to its fiscal agent to process all payment requests from the Lead Agency.
- 6. Termination.** Either party may terminate this Agreement for material breach of the Agreement by the other party. Prior to any termination under this paragraph, the party allegedly in default shall be given written notice by the other party of the nature of the alleged default. The party said to be in default shall have forty-five days to cure the default. If the default is not cured within that time, the other party may terminate this Agreement. Any such termination shall not relieve either party from liabilities or costs already incurred under this Agreement.

Termination. This Agreement may be terminated at any time, without cause, by providing written notice of such termination to the other party at least (90) days prior to the termination date.

Non-appropriation. It is acknowledged that all obligations of the Authority and Town of Oro Valley hereunder to make payments to or incur costs for project items specified in Exhibit A shall be subject to annual appropriation by the respective governing bodies.

7. Indemnification

- a. Mutual Indemnity To the fullest extent permitted by law, each party to this Agreement shall indemnify, defend and hold the other party, its governing board or body, officers, departments, employees and agents, harmless from and against any and all suits, actions, legal or administrative proceedings, claims, demands, liens, losses, fines or penalties, damages, liability, interest,

attorney's, consultant's and accountant's fees or costs and expenses or whatsoever kind and nature, resulting from or arising out of any act or omission of the indemnifying party, its agents, employees or anyone acting under its direction or control, in connection with or incident to the performance of this Agreement.

- b. Notice. Each party shall notify the other party in writing within thirty (30) days of the receipt of any claim, demand, suit or judgement against the receiving party for which the receiving party intends to invoke the provisions of this Article. Each party shall keep the other party informed on a current basis of its defense of any claims, demands, suits or judgements under this Article.
- c. Negligence of indemnified party. The obligations under this Article shall not extend to the negligence of the indemnified party, its agents or employees.

8. Insurance

When requested by the other party, each party shall provide proof to the other party of their worker's compensation, automobile, accident, property damage, and liability coverage or program of self-insurance.

Lead Agency shall include the RTA as an additional insured on Lead Agency's liability insurance policy as part of this Agreement.

- 9. Books and Records.** Each party shall keep and maintain proper and complete books, records and accounts, which shall be open for inspection and audit by duly authorized representatives of any other party at all reasonable times.

- 10. Non-assignment.** Neither party to the Agreement shall assign its rights under this Agreement to any other party without written permission from the other party to this Agreement.

11. Construction of Agreement.

- a. Entire agreement. This instrument continues the entire agreement between the parties pertaining to the subject matter hereof, and all prior or contemporaneous agreements and understandings, oral or written, are

hereby superseded and merged herein. Any exhibits to this Agreement are incorporated herein by this reference.

- b. **Amendment.** This Agreement may be modified, amended, altered or changed only by written agreement signed by both parties.
- c. **Interpretation.** All provisions of this Agreement shall be construed to be consistent with the intention of the parties as expressed in the Recitals hereof.
- d. **Captions and Headings.** The headings used in this Agreement are for convenience only and are not intended to affect the meaning of any provisions of this Agreement.
- e. **Severability.** In the event that any provision of this Agreement or the application thereof is declared invalid or void by statute or judicial decision, such action shall have no effect on other provisions and their application, which can be given effect without the invalid or void provision or application, and to this extent the provisions or the Agreement are severable. In the event that any provision of this agreement is declared invalid or void, the parties agree to meet promptly upon request of the other party in an attempt to reach an agreement on a substitute provision.

12. Ownership of Improvements. Ownership and title to all materials, equipment and appurtenances installed pursuant to this Agreement shall automatically vest in the Lead Agency. Should the Service be terminated prior to the end of this Agreement, the Lead Agency shall dispose of the assets reimbursed by the RTA, with all proceeds returned to the RTA.

13. Legal Jurisdiction. Nothing in this Agreement shall be construed as either limiting or extending the legal jurisdiction of the Lead Agency or the Authority.

14. No Joint Venture. It is not intended by this Agreement to, and nothing contained in this Agreement shall be construed to, create any partnership, joint venture or employment relationship between the parties or create any employer-employee relationship between the Lead Agency and any Authority employees, or between Authority and any Lead Agency employees. Neither party shall be liable for any debts, accounts, obligations, nor other liabilities whatsoever of the other, including

(without limitation) the other party's obligation to withhold Social Security and income taxes for itself or any of its employees.

15. No Third Party Beneficiaries. Nothing in the provisions of this Agreement is intended to create duties or obligations to or rights in third parties not parties to this Agreement or affects the legal liability of either party to the Agreement by imposing any standard of care different from the standard of care imposed by law.

16. Compliance with Laws. The parties shall comply with all applicable federal, state and local laws, rules, regulations, standards and executive orders, without limitation to those designated within this Agreement.

- a. **Anti-Discrimination.** The provisions of A.R.S. 41-1463 and Executive Order Number 99-4 issued by the Governor of the State of Arizona are incorporated by this reference as a part of this Agreement.
- b. **Americans with Disabilities Act.** This Agreement is subject to all applicable provisions of the Americans with Disabilities Act (Public Law 101-336, 42 U.S.C. 12101-12213) and all applicable federal regulations under the Act, including 28 CFR Parts 35 and 36.
- c. **Worker's Compensation.** An employee of either party shall be deemed to be an "employee" of both public agencies, while performing pursuant to this Agreement, for purposes of A.R.S. 23-1022 and the Arizona Worker's Compensation laws. The primary employer shall be solely liable for any workers' compensation benefits, which may accrue. Each party shall post a notice pursuant to the provisions of A.R.S 23-906 in substantially the following form:

All employees are hereby further notified that they may be required to work under the jurisdictions or control or within the jurisdictional boundaries of another public agency pursuant to an intergovernmental agreement or contract, and under such circumstances they are deemed by laws of Arizona to be employees of both public agencies for the purposes of worker's compensation.

17. Waiver. Waiver by either party of any breach of any term, covenant or condition herein contained shall not be deemed a waiver of any other term, covenant or condition, or any subsequent breach of the same or any other term, covenant, or condition herein contained.

18. Force Majeure. A party shall not be in default under this Agreement if it does not fulfill any of its obligations under this Agreement because it is prevented or delayed in doing so by reason of uncontrollable forces. The term “uncontrollable forces” shall mean, for the purpose of this Agreement, any cause beyond the control of the party affected, including but not limited to failure of facilities, breakage or accident to machinery or transmission facilities, weather conditions, flood, earthquake, lightning, fire, epidemic, war, riot, civil disturbance, sabotage, strike, lockout, labor dispute, boycott, material or energy shortage, casualty loss, acts of God, or action or non-action by governmental bodies in approving of failing to act upon applications for approvals or permits which are not due to the negligence or willful action of the parties, order of any government officer or court (excluding orders promulgated by the parties themselves), and declared local, state, or national emergency, which, by exercise of due diligence and foresight, such party could not reasonably have been expected to avoid. Either party rendered unable to fulfill any obligations by reason of “uncontrollable forces” shall exercise due diligence to remove such inability with all reasonable dispatch.

19. Notification. All notices or demands upon any party to this Agreement shall be in writing, unless other forms are designated elsewhere, and shall be delivered in person or sent by mail addressed as follows:

<u>The Authority</u>	<u>Town of</u>
<u>Oro Valley</u>	
Michael Ortega	Jeff Wilkins
Executive Director	Town
Manager	
Regional Transportation Authority	11000 N La
Canada	
1 E. Broadway Blvd., Suite 401	Oro Valley, AZ
85757	
Tucson, AZ, 85701	

Zraick
Attorney
Canada
Valley, AZ 85757

Steven
Town
11000 N La
Oro

20. Remedies. Either party may pursue any remedies provided by law for the breach of this Agreement. No right or remedy is intended to be exclusive of any other right or remedy and each shall be cumulative and in addition to any other right or remedy existing at law or in equity or by virtue of this Agreement.

21. Counterparts. This Agreement may be executed in two or more counterparts, each of which shall be deemed an original, but all of which together shall constitute one and the same instrument. The signature pages from one or more counterparts may be removed from such counterpart and attached to a single instrument.

In Witness Whereof, the Town of Oro Valley has caused this Agreement to be executed by the Mayor and Council, upon resolution of the Mayor and Council attested to by the Town Clerk, and the Authority has caused this Agreement to be executed by its Chair of the Board.

REGIONAL TRANSPORTATION AUTHORITY OF PIMA COUNTY:

Tom Murphy, Board Chair

Date

TOWN OF ORO VALLEY:

E-SIGNED by Joseph C. Winfield
on 2026-06-04 16:10:26 GMT

June 04, 2026

Joe Winfield, Mayor

Date

ATTEST:

E-SIGNED by Michael Standish
on 2026-06-08 15:23:29 GMT

June 08, 2026

Michael Standish, Town Clerk

Date

The foregoing Agreement between the Town of Oro Valley and the Authority has been approved as to content and is hereby recommended by the undersigned.

Michael Ortega, Executive Director RTA

Date

E-SIGNED by Jeff Wilkins
on 2026-06-05 19:28:32 GMT

June 05, 2026

Jeff Wilkins, Town of Oro Valley

Date

ATTORNEY CERTIFICATION

The foregoing Agreement by and between the Regional Transportation Authority of Pima

County and the Town of Oro Valley has been reviewed pursuant to A.R.S. Section 11-952 by the undersigned who have determined that it is in proper form and is within the powers and authority granted under the laws of the State of Arizona to those parties to the Agreement.

Regional Transportation Authority of Pima County:

Lisa Anne Smith, Attorney for the Authority

Date

Town of Oro Valley:

E-SIGNED by Steven Zraick
on 2026-06-05 18:16:19 GMT

June 05, 2026

Steven Zraick, Town Attorney

Date

Exhibit A

Project 250 – Oro Valley Sun Shuttle Dial-a-Ride Transit Service

RTA Ballet Project/Program Number: **Project 250– Oro Valley Sun Shuttle Dial-a-Ride Transit Service**

1. RTA Plan Project Element or Program Category: **Transit Element**
2. RTA 1 TIP Project Number: 42.13
3. Project Name: **Oro Valley – Sun Shuttle Dial-A-Ride**
4. Type of Work (Pre-design, Design, Right-of-way, Construction, Transit Operations, other)
 Pre-Design _____
 Design _____
 Right-of-Way _____
 Construction _____
 Transit Operations X
 Transit Capital X
 Other _____

5. Project Manager for Status Reports (Include Contact Information)

Michael Alexander, Transit Administrator, Town of Oro Valley, 520-229-

4980

malexander@orovalleyaz.gov

and/or

Karl Steinnecker, Transit Supervisor, Town of Oro Valley, 520-229-4987

ksteinnecker@orovalleyaz.gov

6. Authorized representative for signing and submitting payment requests

Michael Alexander, Transit Administrator, Town of Oro Valley, 520-229-

4980

malexander@orovalleyaz.gov

and/or

Roseanne Flores, Administrative Services Manager, Town of Oro
Valley, 520-229-4832
rflores@orovalleyaz.gov

7. Map of transit routes effected by IGA – Attachment A
8. Narrative description of scope of Project, what improvements are included and intent of Project (Discuss any problems and how Project addresses same.)

It is the intent of the Regional Transit Plan to enhance transit service throughout the greater Oro Valley area. The service contemplated under this Exhibit is scheduled to operate in a dial-a-ride service mode with connections to other regional transit services.

Characteristics Sun Shuttle – General Public (Blue zone only)

- Service Hours:
6:00 a.m. – 8:00 p.m. Weekdays
- No Operations on Saturday or Sunday
- No Operations on the following holidays:
 - New Year's Day
 - Memorial Day
 - Independence Day
 - Labor Day
 - Thanksgiving
 - Christmas
- Origin to Destination in predefined area (see map – Attachment A)

Characteristics Sun Shuttle – ADA trips & Seniors

- Service Hours:
6:00 a.m. – 8:00 p.m. Weekdays
9:00 a.m. – 6:00 p.m. Weekends and Holidays
- 7 days a week
- Door to Door in predefined area (see map – Attachment A)

9. Fares

The Oro Valley Sun Shuttle DAR is a prepaid service. The proposed fares for the services will follow the regionally set service fares for the RTA services.

10. Estimated service start date and duration of service:

This IGA covers the first period from: July 1, 2026 until June 30, 2031. An addendum will be submitted for each period.

11. Projected cost reimbursement rate assuming a 3.0% annual increase. Costs are estimated based on service hours to provide a timeline and estimation to be used by the Authority for cash flow planning.

Cash Flow Projection First Period

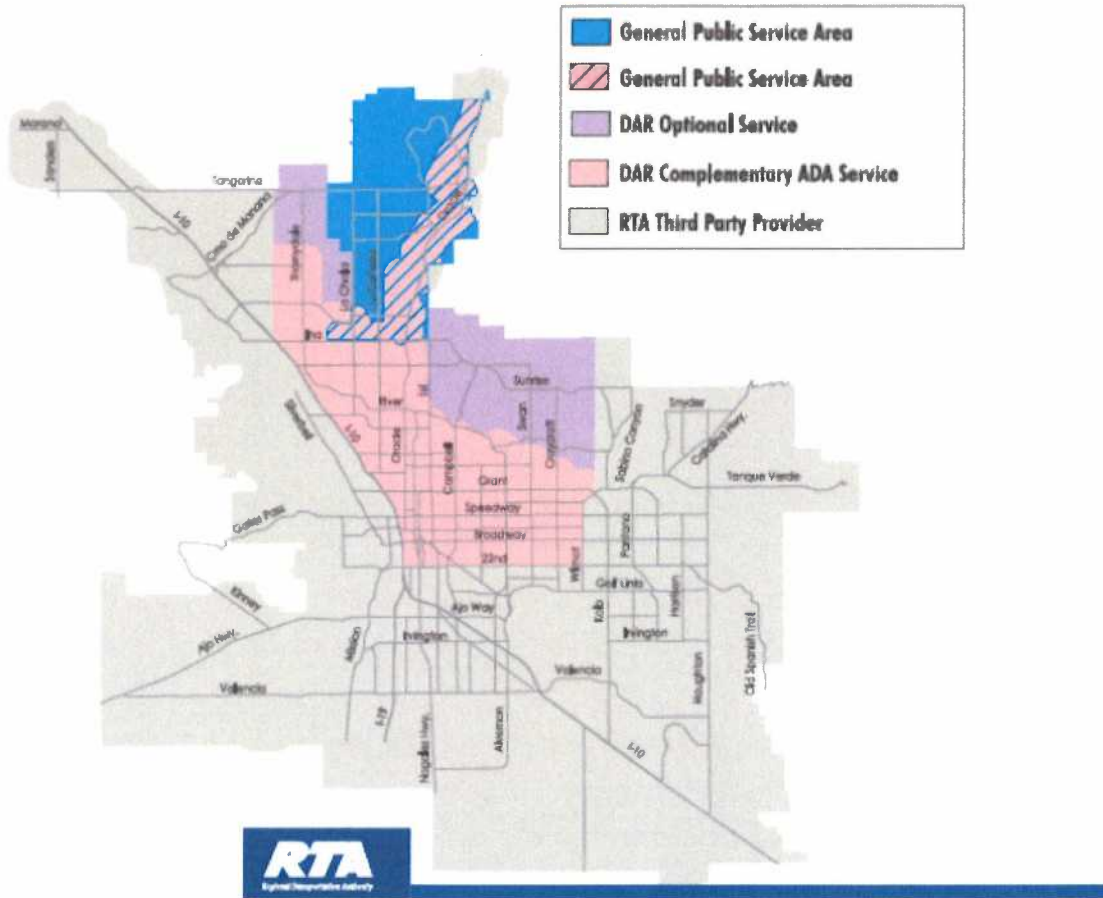
Reimbursement Rate CPH		FY 2027	FY 2028	FY 2029	FY 2030	FY 2031
Begins July 1, 2026*		\$ 32.00	\$ 33.86	\$ 35.78	\$ 37.75	\$ 39.78
Estimated	Hours	40,759	41,370	41,991	42,621	43,260
Estimated	Cost	\$ 2,527,042	\$ 2,641,896	\$ 2,761,971	\$ 2,887,502	\$ 3,018,739
Estimated	Passengers	74,000	75,150	76,300	77,450	78,650
Estimated	MOE	\$ 113,000	\$ 116,400	\$ 119,900	\$ 123,500	\$ 127,250
RTA Reimbursement Total		\$ 2,414,042	\$ 2,525,496	\$ 2,642,071	\$ 2,764,002	\$ 2,891,489

- Attachment B – Sample Billing Invoice

12. Administrative modifications may be made to both the service and rate reimbursement rate during the annual service review process. It is the lead agencies responsibility to provide both effective and efficient transit service to the maximum extent possible. To this end both service modifications and rates are subject to performance and variable outside material costs. Administrative modifications may be requested by the Lead Agency and require Town Manager and RTA Executive Director approval before implementation.

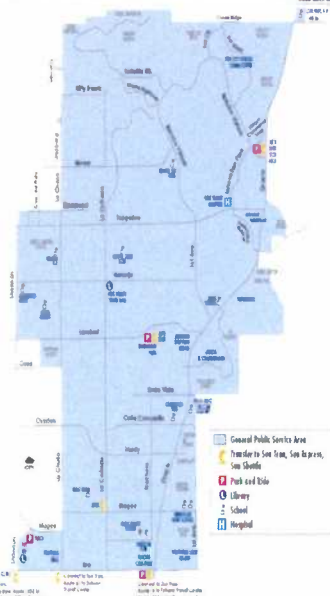
13. Monthly Performance Measure will be submitted with monthly reimbursement requests.

Attachment A - Oro Valley Sun Shuttle Service Area Map



Attachment B – Oro Valley Sun Shuttle Brochure

ADA SERVICE AREA FOR PERSONS WITH DISABILITIES		RULES FOR RIDING		FARES AND ADDITIONAL INFORMATION	
WHO IS ELIGIBLE FOR ADA SERVICE? Under the Americans with Disabilities Act (ADA), any individual who has a disability that prohibits riding fixed-route service, and has an ADA Eligibility letter from the City of Tucson's ADA Eligibility Office is eligible to ride Sun Shuttle in the ADA service area indicated by the map below. For details on ADA qualification, visit 149 N. Stone Ave., Tucson, or call (520) 791-5409. SERVICE HOURS Monday-Friday 6:00 a.m. – 8:00 p.m. Weekend & Holidays 9:00 a.m. – 6:00 p.m.  Oro Valley Dial-a-Ride will continue to provide service in the grey area for medical appointments.	CUSTOMER SERVICE HOURS Monday – Friday: 7:00 a.m. – 4:00 p.m. Call (520) 229-4990 or visit orovalleyaz.gov and click on Need a Ride. Reservations are required one to seven days in advance. Trip requests must be made no later than 4 p.m. the day before the trip.	SERVICE AREA All ADA-qualified passengers must originate a round-trip in the General Public Service Area. COMPLEMENTARY ADA VS. OPTIONAL TRIPS Sun Shuttle provides two types of paratransit services: Complementary ADA - paratransit service required by the ADA, and Optional Service - service that goes above and beyond what is required by the ADA. Complementary ADA Service • Trips within 1/4 mile of Sun Shuttle, Sun Tran and Sun Link fixed-route service. • Trips provided during scheduled hours for nearby Sun Shuttle, Sun Tran and Sun Link fixed routes. • Trips within General Service Area and to Complementary Service Area (excluding weekends and holidays.) Optional Service • Trips beyond the 1/4-mile limit and beyond scheduled hours for nearby Sun Shuttle, Sun Tran and Sun Link fixed route service. • Same day requests • Will Call scheduling • Weekends and Holidays Customer service can assist in determining whether your trip is considered Optional service.	Sun Shuttle is available on a first-come, first-served basis. Do your part to help us create a pleasant and comfortable ride for everyone. Be Safe and Respect Other Riders • Shirt, pants and shoes are required. • No smoking on board, including electronic cigarettes. • Never interfere with the driver's ability to drive safely. • Always keep arms, head and hands inside the vehicle. • Gasoline-powered (GP) bicycles, GP scooters and GP skateboards are not allowed on vehicles or bike racks. • Vehicle batteries and gas containers are not allowed inside transit vehicles. • Except for service animals, keep pets leashed or enclosed in a cage or cardboard box. Take Care of Your Bus • Keep food and drinks in closed containers. No eating on the transit vehicle. • No alcoholic beverages. • Do not litter or create unsanitary conditions. Take your trash with you. • Do not damage transit property. POLICIES Sun Shuttle has a strict policy in place to ensure safety and all transit services to our community. To learn about this policy, please call (520) 229-4990 or visit orovalleyaz.gov and click on Need a Ride. What do you think of our service? Please share your thoughts with us at www.sunsunshuttle.com. Information in alternate formats available upon request. Para información en Español, favor de llamar al (520) 792-9222.	Fares are currently FREE. TRANSIT CONNECTIONS Sun Tran Routes 1-99 operate 365 days a year. Sun Express Routes 101X-204X operate during peak morning and afternoon commute times Monday through Friday. Or connect to any of the Tucson area Sun Shuttles routes from Ronstadt Transit Center. If in the Downtown area, Sun Link streetcar commutes from San Agustín Mercado to the University of Arizona. To view Sun Tran, Sun Express and Sun Link schedules or connect to any of the Tucson area Sun Shuttle routes, pick up a Ride Guide on the bus or visit www.suntran.com or pick up a Sun Shuttle booklet. Call (520) 792-9222 for trip planning assistance. CANCELLATIONS Please call by 4 p.m. the day before your scheduled trip to cancel. CONTACT US (520) 229-4990 or visit orovalleyaz.gov and click on Need a Ride. CUSTOMER SERVICE HOURS Monday – Friday: 7:00 a.m. – 4:00 p.m. HOLIDAY SERVICE Holiday service available to ADA-certified passengers only. For a list of observed holidays, call (520) 229-4990.	Oro Valley – Catalina Dial-a-Ride General Public, Disabled & Senior Service Effective November 2023   Neighborhood transportation & connection to Sun Tran routes. (520) 229-4990 www.suntran.com

WELCOME TO SUN SHUTTLE DIAL-A-RIDE!		COMMUNITY PUBLIC SERVICE AREA		SENIOR SERVICE AREA	
WHAT IS DIAL-A-RIDE? Sun Shuttle provides dial-a-ride service for individuals traveling in Oro Valley. Service areas vary for seniors, persons with disabilities in the general public. For service area boundary details, call (520) 229-4990 or visit www.suntran.com/sunshuttle. WHICH SERVICE IS FOR YOU? There are three types of dial-a-ride services available with varying qualifications. See what service you qualify for. • General Public - Everyone qualifies to ride in the blue service area. • ADA Certified Passengers - Must originate a round-trip in the General Public Service Area and can travel to the DAR Complementary ADA and Optional Service Areas. • Seniors 65 & Older - Must originate a round-trip in the blue zone and can travel to the yellow or green zones. HOW TO DIAL-A-RIDE • To schedule a ride call (520) 229-4990 one to seven days in advance, or visit orovalleyaz.gov and click on Need a Ride. • When scheduling your trip, provide your name, date of travel, departure location, destination and desired arrival time. • Be ready at your scheduled pick-up location on at least 5 minutes early. Wait where the Sun Shuttle driver can see you. • When you board, verify your desired drop-off location with the driver. • Gather personal belongings before you exit. If you have a bike stored in the bike rack, let the driver know you need to unload your bike. Sun Shuttle is not responsible for items left on the vehicle.	 General Public Service Area Yellow Senior Service Area Green Senior Service Area Hospital	WHO IS ELIGIBLE? Anyone can ride the Sun Shuttle Dial-a-Ride general public service who is traveling within the area indicated on the blue map. Qualified senior and disabled passengers can travel outside this area, but round trips must originate in the blue zone. View qualified senior and disabled service areas for details. SERVICE HOURS Monday - Friday 6:00 a.m. - 8:00 p.m. FARES Fares are currently FREE. RESERVATIONS Reservations are required one to seven days in advance. Trip requests must be made no later than 4 p.m. the day before the trip. Please call (520) 229-4990 to make your reservation or visit: orovalleyaz.gov and click on Need a Ride. CUSTOMER SERVICE HOURS: Monday – Friday 7:00 a.m. – 4:00 p.m. 	WHO IS ELIGIBLE FOR SENIOR SERVICE? Individuals aged 65 or older are eligible to use Sun Shuttle's Dial-a-Ride service in the senior service area as long as a round-trip originates in the blue zone. Previous Coyote Run passengers under the age of 65 who were eligible for that service are still eligible. All new senior-service passengers must be age 65 or older. SERVICE AREA Qualified seniors must originate a round-trip in the Blue Zone, and travel within the Blue Zone, or to the Yellow or Green Zones. Transportation to "major medical facilities" beyond the Green Zone is also provided. For trips with multiple destinations or one-way trips ask your reservationist. FARES Fares are currently FREE. SERVICE HOURS Monday - Friday 6:00 a.m. - 8:00 p.m. RESERVATIONS Reservations are required one to seven days in advance. Trip requests must be made no later than 4 p.m. the day before the trip. Please call (520) 229-4990 to make your reservation or visit: orovalleyaz.gov and click on Need a Ride. CUSTOMER SERVICE HOURS Monday - Friday 7:00 a.m. - 4:00 p.m. 		

INVOICE FOR TRANSIT SERVICES

INVOICE DATE: 7/1/2026

DUE DATE: 7/30/2026

INVOICE No: 2027-01

Remit to:

Town of Oro Valley - Transit

11000 N La Canada

Oro Valley, AZ 85737

Make checks payable to: Town of Oro Valley - Transit

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RTA Projected Amount FY 2026/27	\$ 2,414,042
Year to Date Projected RTA Expenditures	\$
Year to Date Actual Billing:	\$
Remaining RTA Balance	\$ 2,414,042

Project Comments, Status, etc.

Sun Shuttle Dial-a-Ride is the integrations of all dial-a-ride services within Oro Valley. This service became operational in February 2012 and reauthorized in March 2026.

DO NOT MAIL CASH.
 Retain a copy for your records and return one copy with your payment.

I certify that the information contained in this pay request is true and accurate. I further certify that RTA funds have been expended in accordance with applicable RTA Policies and Procedures.

XXXXXXX, Transit Services Administrator

3/11/2026
Date

For RTA Use Only

	Yes	No
RTA funds are available in the current year budget:		
Project funding has been authorized in the current TIP:		
IGA/Project Agreement has been executed:		
Additional Insured/Beneficiary documentation provided:		
Sufficient documentation provided:		

RTA Approval & Title

Date

FORD E-450 STARCRAFT – 14 PASS – 3W/C POS



SUBJECT: Conflict of Interest and Oath of Office Forms

Meeting	Meeting Date	Agenda Category	Agenda Item #
Technical Management Committee	September 9, 2026	Information	5

REQUESTED ACTION/SUGGESTED MOTION

None

ASSOCIATED OWP WORK ELEMENT/GOAL

Work Element 46, RTA Support

SUMMARY

PAG/RTA staff assembled training to ensure all committee members understand and comply with Arizona Open Meeting Law and conflict-of-interest requirements. This training will ensure new (and existing) members are prepared and confident in their role. New committee members are also required to sign an Oath of Office form.

Training for CART and new TMC members was provided by RTA Legal Counsel, Lisa Anne Smith, in August 2026 and an online version is now available for all committee members. Members are required to complete this training when appointed to a committee and may be asked to refresh it periodically.

Oath of Office and Conflict-of-Interest forms will be emailed to committee members for electronic signatures using Adobe Sign.

The online training can be accessed here: [CART Training](#)

PRIOR BOARD AND/OR COMMITTEE ACTION

None

FINANCIAL CONSIDERATIONS

None

TECHNICAL, POLICY, LEGAL OR OTHER CONSIDERATIONS

None

ATTACHED ADDITIONAL BACKUP INFORMATION

None

Staff Contact/Phone	Michael Ortega, (520) 792-1093, ext. 4420 Greg Byers, (520) 792-1093 ext. 4470 Melanie Lawson, (520)792-1095 ext. 4425
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OATH OF OFFICE A.R.S. 38-231

A. In order to ensure the statewide application of this section on a uniform basis, each board, commission, agency and independent office of this state, and of any of its political subdivisions, and of any county, city, town, municipal corporation, school district and public educational institution, shall completely reproduce this section so that the form of written oath or affirmation required in this section contains all of the provisions of this section for use by all officers and employees of all boards, commissions, agencies and independent offices.

B. Any officer or employee who fails to take and subscribe to the oath or affirmation provided by this section within the time limits prescribed by this section is not entitled to any compensation until the officer or employee does so take and subscribe to the form of oath or affirmation prescribed by this section.

C. Any officer or employee having taken the form of oath or affirmation prescribed by this section, and knowingly at the time of subscribing to the oath or affirmation, or at any time thereafter during the officer's or employee's term of office or employment, does commit or aid in the commission of any act to overthrow by force, violence or terrorism as defined in section 13-2301 the government of this state or of any of its political subdivisions, or advocates the overthrow by force, violence or terrorism as defined in section 13-2301 of the government of this state or of any of its political subdivisions, is guilty of a class 4 felony and, on conviction under this section, the officer or employee is deemed discharged from the office or employment and is not entitled to any additional compensation or any other emoluments or benefits which may have been incident or appurtenant to the office or employment.

D. Any of the persons referred to in article XVIII, section 10, Constitution of Arizona, as amended, relating to the employment of aliens, are exempted from any compliance with this section.

E. In addition to any other form of oath or affirmation specifically provided by law for an officer or employee, before any officer or employee enters upon the duties of the office or employment, the officer or employee shall take and subscribe the following oath or affirmation:

State of Arizona, County of Pima:

I, _____

Committee member name

do solemnly swear (or affirm) that I will support the Constitution of the United States and the Constitution and laws of the State of Arizona, that I will bear true faith and allegiance to the same and defend them against all enemies, foreign and domestic, and that I will faithfully and impartially discharge the duties of the office of the Technical Management Committee according to the best of my ability, so help me God (or so I do affirm).

Signature

Date

F. For the purposes of this section, "officer or employee" means any person elected, appointed or employed, either on a part-time or full-time basis, by this state or any of its political subdivisions or any county, city, town, municipal corporation, school district, public educational institution or any board, commission or agency of any county, city, town, municipal corporation, school district or public educational institution.

Regional Transportation Authority and Pima Association of Governments Committee Conflict of Interest Disclosure Form

This form is required to be completed annually and updated as necessary whenever a new actual, potential, or perceived conflict of interest arises, in accordance with the RTA Master Bylaws.

I. Committee Member Information

- A. Name: _____
- B. Committee: ☐ CART ☐ TMC
- C. Jurisdiction / Appointment Type: _____
- D. Title / Occupation: _____
- E. Employer / Affiliated Organization: _____
- F. Term Start Date: _____
- G. Term End Date: _____

II. Disclosure of Substantial Interests

Please disclose any actual, potential, or perceived conflicts of interest, including but not limited to financial, professional, contractual, or personal interests that may reasonably be expected to influence your participation in committee matters.

This includes interests held by:

- You and/or
- Your spouse, domestic partner, parent, child, sibling, or dependent relatives

☐ I have no conflicts of interest to disclose at this time.

☐ I have the following conflicts of interest to disclose (attach additional pages if necessary):

Entity / Individual	Nature of Interest	PAG/RTA Matter(s) Affected	Duration

III. Commitment to Disclosure and Recusal

By signing below, I acknowledge and agree that:

- I will act in the public's interest and in the interest of the jurisdiction I represent (if applicable)
- I will supplement this disclosure promptly if any new actual, potential, or perceived conflict arises.
- I will recuse myself from discussion and voting on any matter in which I or my relatives have a substantial interest.
- I understand that all disclosures and recusals will be recorded in the meeting minutes, as required by the RTA Master Bylaws.

IV. Certification

I certify that the information provided above is true and complete to the best of my knowledge.

Signature: _____

Printed name: _____

Date: _____

V. Administrative Use Only

Reviewed by (staff): _____

Date reviewed: _____

Quarterly Report – September 2026



RTA TMC and CART Meeting

September 9, 2026

Presentation by RTA and partner jurisdictions

Purpose of Quarterly Reporting

- Transparency
- Delivery tracking
- Address regional challenges



RTA Program Overview



Program Overview; Delivery Enhancements

- Streamlined IGA process
- Advance Delivery Team
- Advance right of way acquisition
- Utility engagement
- Process mapping activities
- Delivery partnership
 - First Avenue
 - Houghton
 - Potentially others



RTA Financial Performance

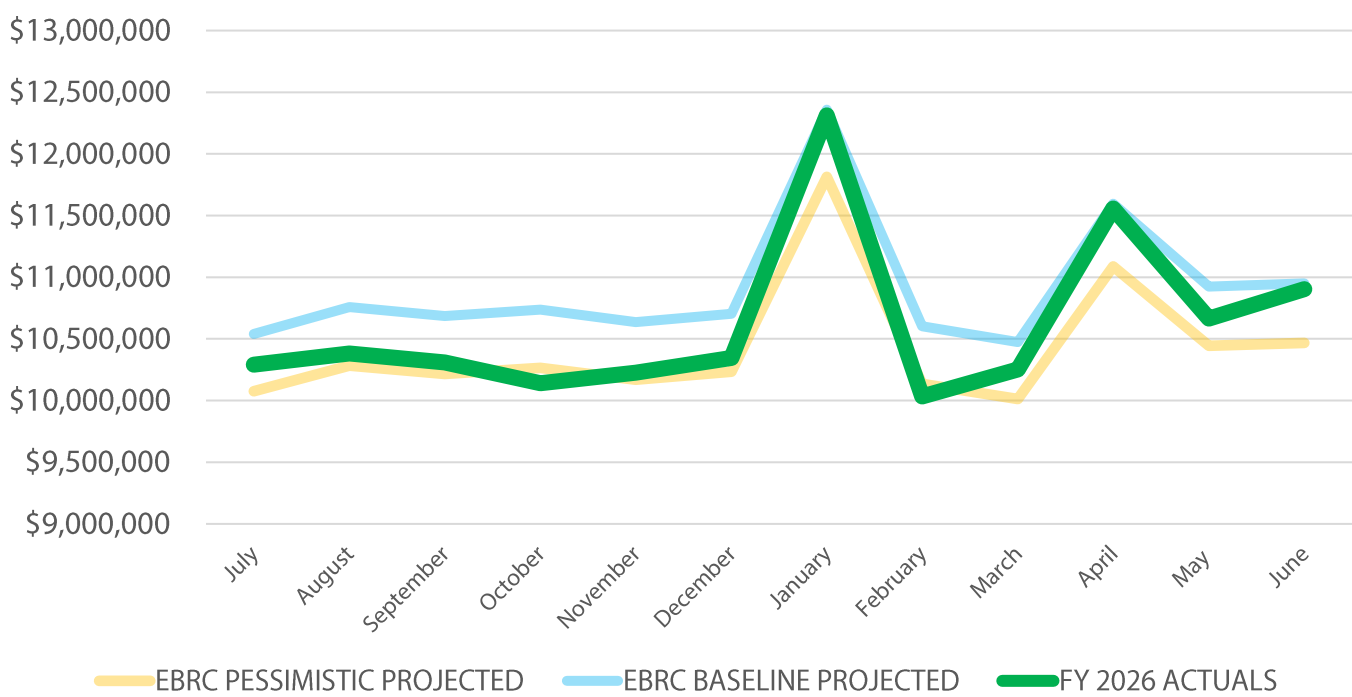


Financial Overview

FY 2026 RTA 1 TPT revenue projections

- FY 2026 excise tax revenues \$ 127,416,260
- FY 2026 EBRC pessimistic forecast \$ 125,198,000
- FY 2026 EBRC baseline forecast (FY 2026 budget) \$ 130,969,000

FY 2026 TPT REVENUES, ACTUALS VERSUS FORECAST



EBRC: Economic and Business Research Center

Monthly forecast variations established with a 3-year average (PAG internal calculation). Annual forecast provided by EBRC.



Financial Overview (cont.)

FY 2026 RTA 1 budget in review*

• FY 2026 budget for elements I–IV	\$57,000,000
• Budget expended for elements I–IV**	\$56,488,000
• Fund balance expended**	\$29,937,000
• Total expenditures, elements I–IV	\$86,425,000

*Project and performance focused. Debt service, administration and special election costs not included

**Unaudited



Financial Overview (cont.)

FY 2026 RTA 1 year-end fund balances*

- FY 2026 year-end TPT fund balance \$399.4M
- FY 2026 year-end HURF fund balance \$121.5M

*Unaudited



Financial Overview (cont.)

FY 2027 RTA revenue projections and actuals

- TPT revenue projection (nominal) of \$127.2M
- HURF 12R revenue projection of \$31.5M
- July excise tax collections of \$11.1M

		FY 2027				
		Projected (nominal)	% (+/-) YoY	Actuals		
	July	10,249,000	8%	11,082,346	July*	
	August	10,420,000			August	
	September	10,349,000			September	
	October	10,326,000			October	
	November	10,289,000			November	
	December	10,373,000			December	
	January	12,101,000			January	
	February	10,203,000			February	
	March	10,194,000			March	
	April	11,356,000			April	
	May	10,623,000			May	
	June	10,717,000			June	
	Total	127,200,000				
Pessimistic					Revised	
Forecast†		\$ 127,200,000		\$ 128,033,000	Forecast**	

*The amount includes \$181,384 of residual collections from RTA 1.

**Projection is based on actuals to date and includes the sum of projected revenues August-May, plus July actual revenue collected.

†EBRC 2025 pessimistic revenue forecast in nominal dollars. Monthly forecast variations established with a 3–year average (PAG internal calculation).

EBRC 2024 pessimistic constant dollar forecast of \$125,318,000 is included in the FY 2027 RTA Budget.



Financial Overview (cont.)

Upcoming activities

- Coordinating with UA Eller EBRC on an updated RTA Revenue Forecast for release in November
- Commencing the FY 2028 – FY 2032 TIP development process, aiming for approval in late Spring 2027
- Rebalancing the programming for RTA 1 roadway projects and adding RTA 2 projects to the TIP through formal TIP amendments



Questions?

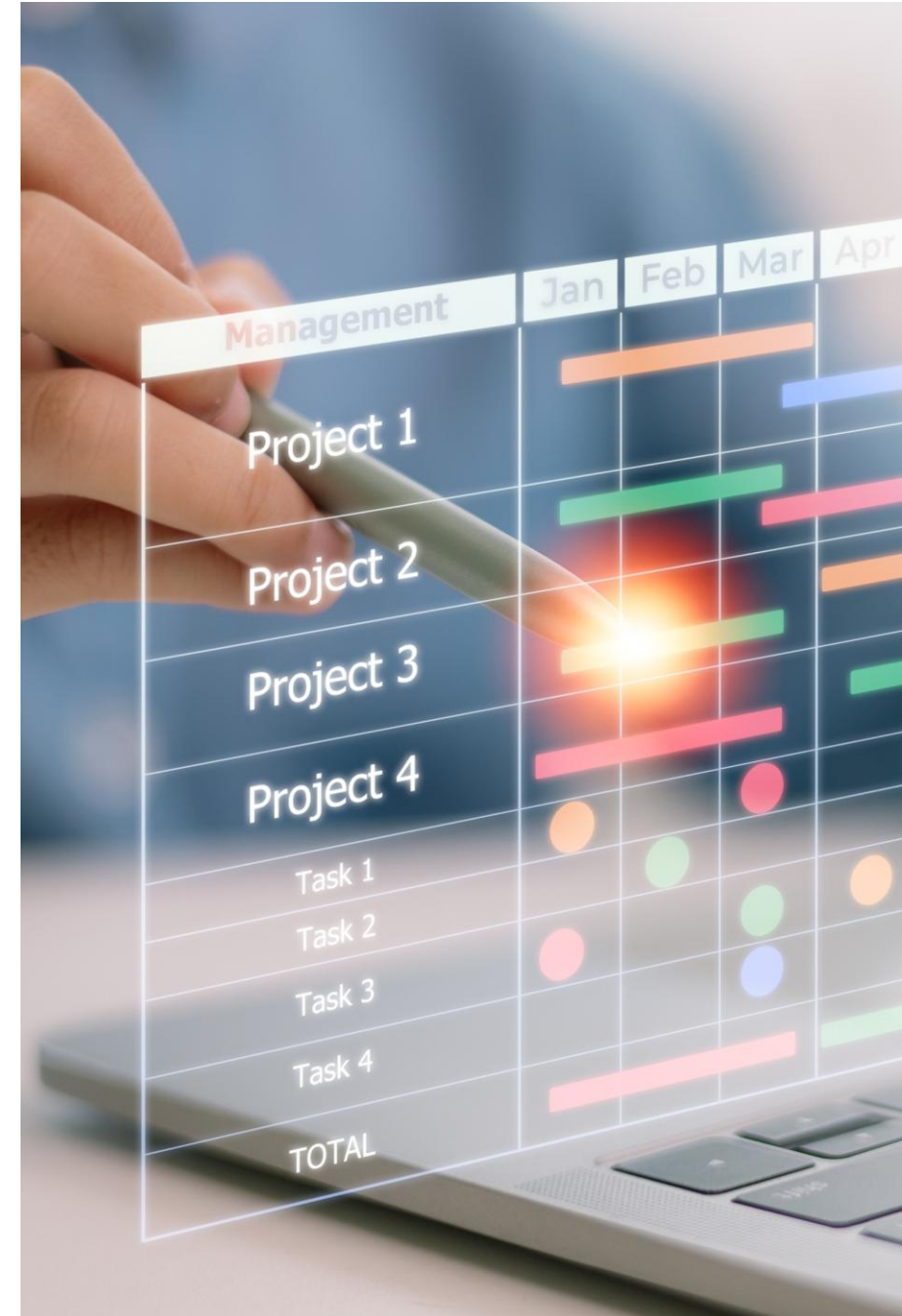


RTA Element Performance



Project Delivery Strategy

- Project delivery strategy - scope, schedule and budget - established through project charter
 - Applying 22 KPIs
 - Monitoring cash flow
 - 2006 Plan projects have been added for remaining activities
- Regular meetings with project teams
 - Review project status and activities
- Schedule/budget deviations, along with issues, challenges and/or opportunities
 - Share with CART Committee and TMC
 - Recommendations shared directly with the Board



Delivery Performance Analytics

- **Green** = on track
- **Yellow** = emerging issues/discuss
- **Red** = discuss, recommend, partnering options, and/or action

Subelement	Project	1 IGA Execution	2 Consultant Solicitation Advertised	3 NTP for Design	4 30% Design	\$\$ 30% Cost Value (Invoiced Amount from Consultant)	5 Indemnify Utilities	6 Utility Clearance	\$\$ Utility Prior Rights Cost Value
1	Tangerine, Phase 2A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
5	Silvebell Rd., Phase 2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
8	Sunset Rd., Phase 2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
15	Grant Rd. Underpass at UPRR	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
16	Downtown Links	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
18	Grant Rd., Phases 3&4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
19	22nd St., Phase 2, Bridge over UPRR	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Illustrative matrix



Follow-up From June



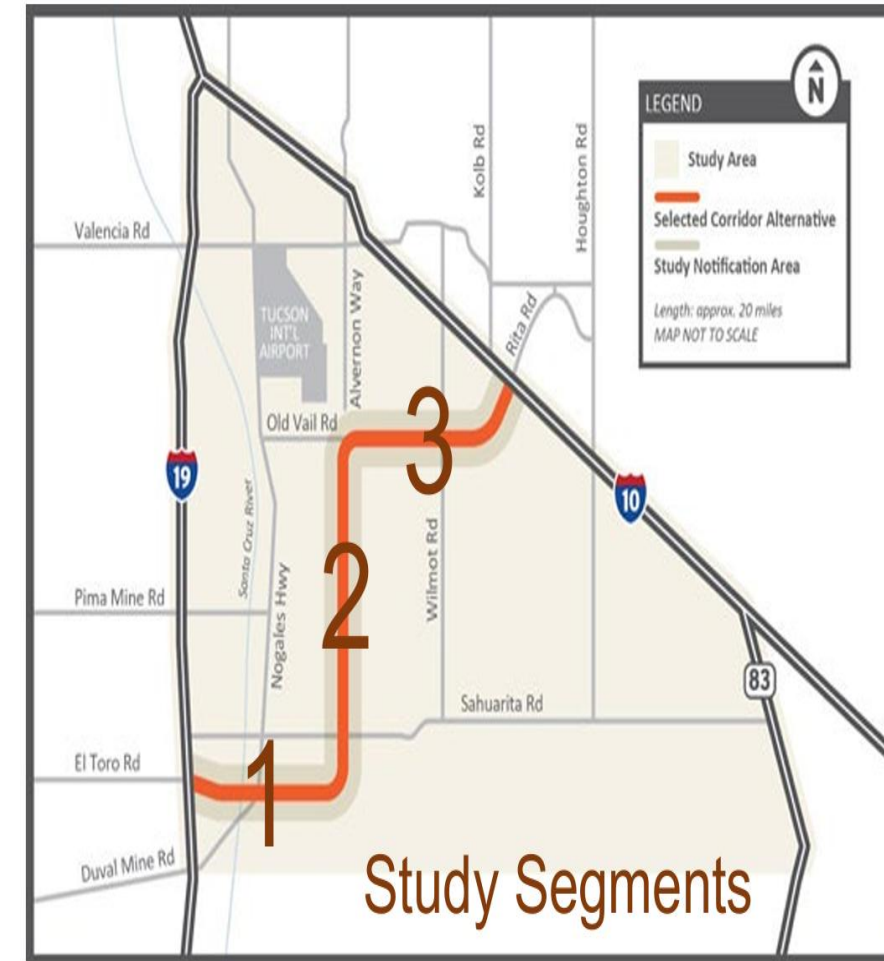
Sonoran Corridor

- Concerns regarding current connection to I-19
 - Impacts to communities

Update

Currently working with ADOT and key partner jurisdictions (Tucson, Pima County, Tohono O'odham Nation and Sahuarita) to obtain input and preferences for:

1. Cross section (lane configuration)
2. Potential relocation of I-19 interchange connection to vicinity of Pima Mine Road
3. Implementation sequencing, i.e., segment 1, 2 or 3



Follow-up From June, (cont.)



Transit

- Increases in fuel costs, company costs and contract costs

Update

Currently finalizing a contract amendment with provider to address:

1. Increase Transit Network Company (TNC) use to reduce paratransit per trip costs
2. Transferred the 685 route (Ajo to East Valley, Phoenix) to reduce operational costs
3. The Transit industry is facing rising operational costs related to fuel and wages. Alt fuel vehicles help to mitigate impact of rising fuel prices and operational efficiencies are being explored
4. Data collection is ongoing to assess seasonal fluctuations

Continuing to partner with City of Tucson and Sun Van to align practices and policies.

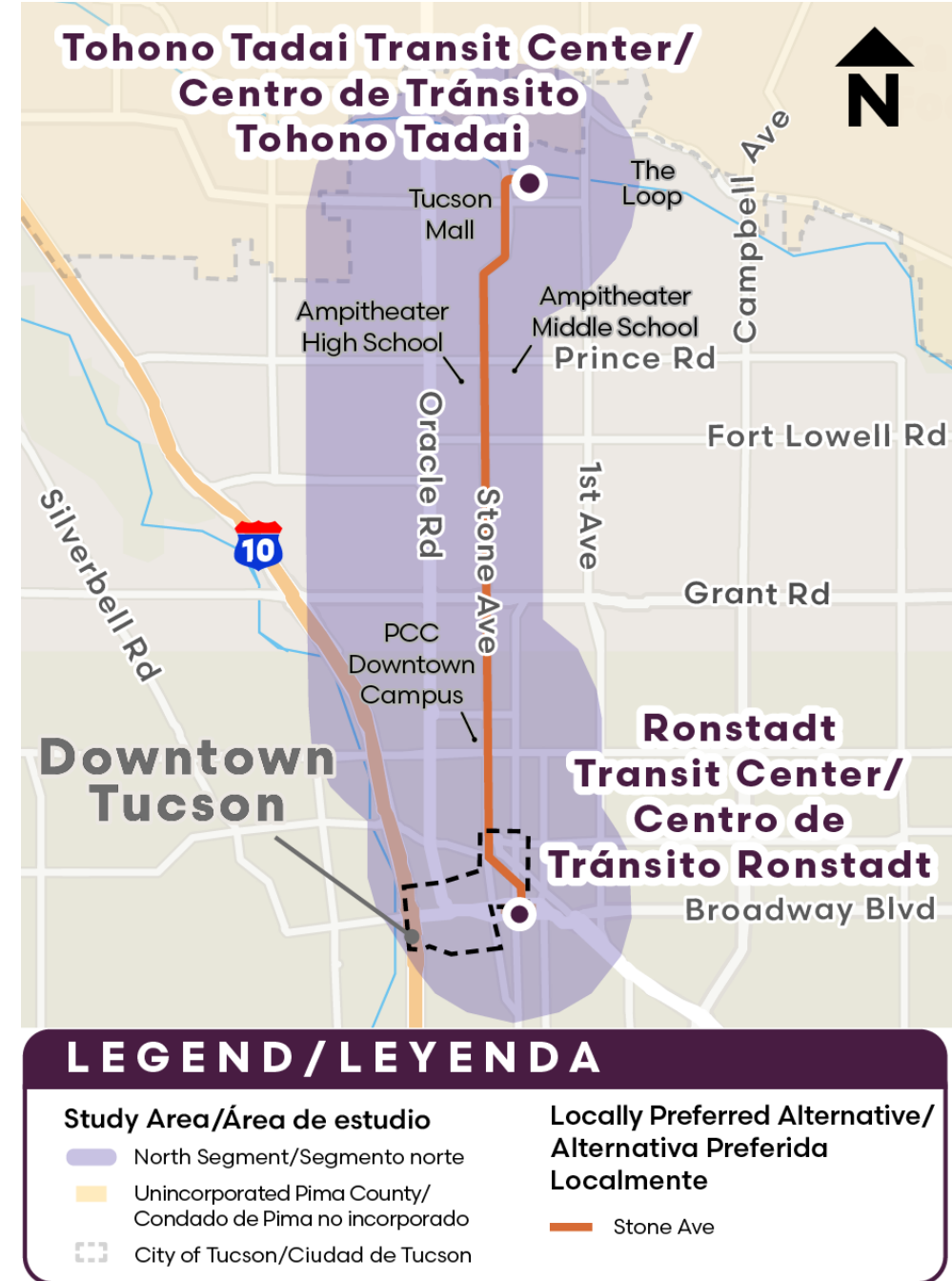


High-Capacity Transit



Update 8-21-26:

- The High-Capacity Transit project, also referred to as Stone Ave BRT, is currently in 30% design
- The City of Tucson has submitted for a NEPA Categorical Exclusion (CE) and is expecting a determination in September 2026
- 30% design work is progressing; a round of public outreach and open houses is being planned for late October/early November 2026. Performance metrics on monthly and quarterly basis are proposed after revenue service begins in 2031.



RTA Supported Public Transit



SUN TRAN TRANSIT SERVICES	
CoT - Sun Tran	QRT 4
Ridership	3,946,681
On-Time Performance (OTP)	86.62%
CoT - Sun Van/On Demand	QRT 4
Sun Van	
Ridership	140,241
Systemwide Trips	129,265
RTA Trips	12,621
On-Time Performance (OTP)	87.21%
Sun On Demand	
Ridership	7121
On-Time Performance (OTP)	74.57%
Complaints per 1000 trips	0.28
CoT - Sun Link	QRT 4
Ridership	286,966

RTA SUN SHUTTLE SERVICES	
RTA-Sun Shuttle	QRT 4
Ridership	54,924
On-Time Performance (OTP)	93.40%
RTA- Paratransit/ Dial-a-Ride	QRT 4
Ridership	36,264
On-Time Performance (OTP)	97.55%
Complaints per 1000 trips	0.30

ORO VALLEY - SUN SHUTTLE SERVICES	
Oro Valley- Paratransit/ Dial-a-Ride	QRT 4
Ridership	20,103
On-Time Performance (OTP)	99.53%
Missed Trips/Trip Denials	0
Complaints per 1000 trips	1.25

Safety & Security of Regional Transit System Ballot #51	
Metric	QRT 4
Number of Total Transit Related Security Incidents	6,430
Number of Assaults on a Transit Worker	5
Number of Security Incidents at Transit Centers	628
Number of Security Incidents at 10 Highest-Incident Locations	2,398
Number of Total Transit Related Warnings, Deflections, Referrals, Citations, and Arrests	1,283
Percentage of Riders that Feel Good about On Board Safety	91.00%
Percentage of Riders that Feel Good about Bus Stop Safety	81.33%



September Performance Analysis



2006 Plan, Roadway Element

22nd Street; Kino Parkway to Tucson Blvd. (Bridge over Union Pacific Railroad, UPRR) and Tangerine Road; I-10 to Marana Tech Park Drive

- Open ended/lengthy durations and unanticipated work activity restrictions imposed by UPRR
 - Extends duration for interim configuration
 - Extends closure duration
 - Increase in costs
- In-depth discussions are ongoing



September Performance Analysis (cont.)



Harrison Road, Bridge over Pantano Wash

- Construction currently anticipated for late 2027
- High probability costs will exceed available budget
- Team is evaluating options, including potential of combining with project #16, Harrison Road; Golf Links to Irvington, 4-lane widening

22nd Street, Camino Seco to Houghton

- Construction currently anticipated for 2027/2028
- Latest cost estimate exceeds available budget
- Team is evaluating options with TEP and other utility providers for schedule, and also potential cost reductions



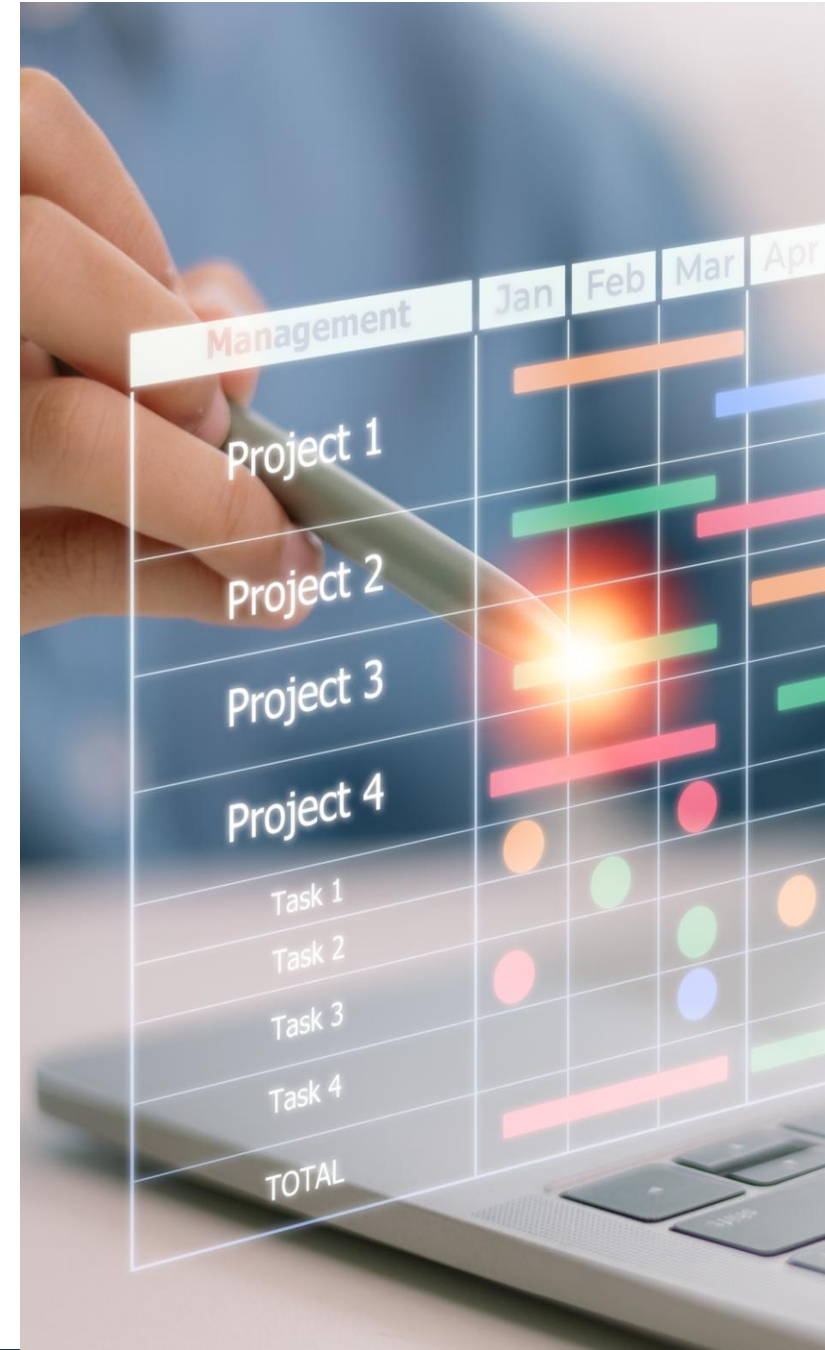
Questions?



Recommendations

RTA staff

- ✓ There are no recommendations for any action at this time



Intermission/Break



30% Project Review; First Avenue

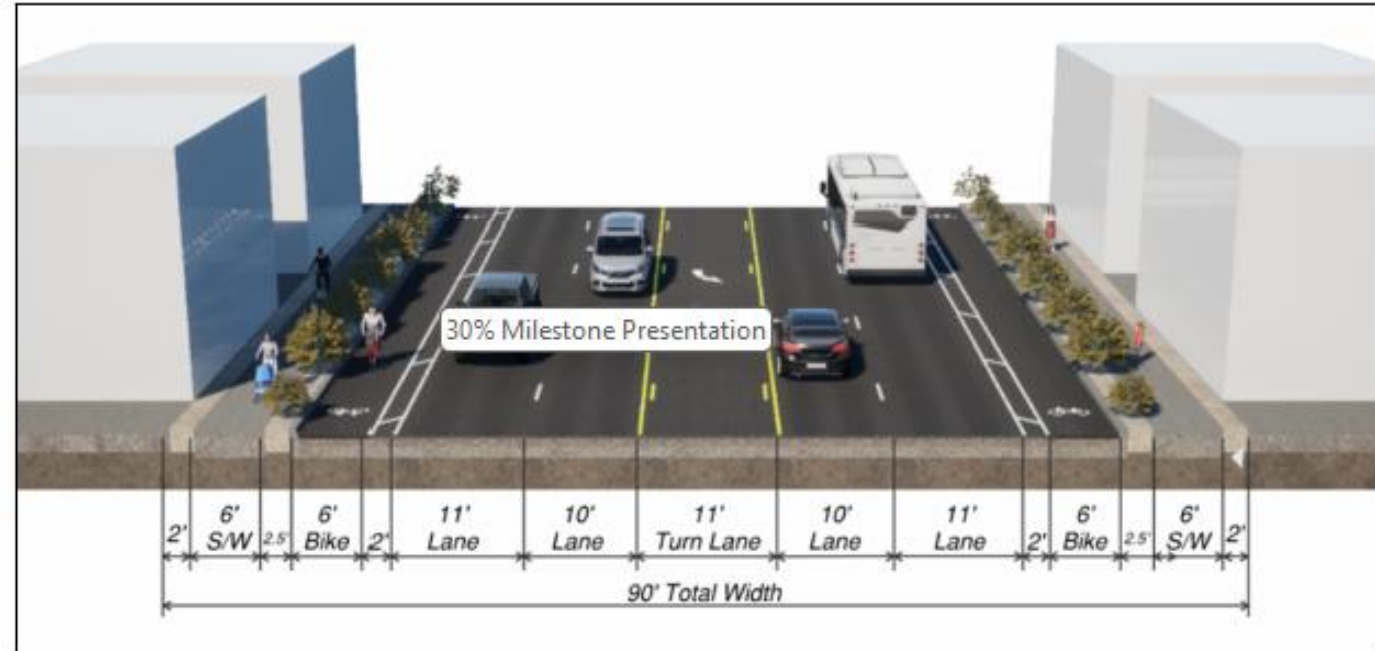


30% Milestone Presentation – N. First Avenue

Voter Approved Scope: Reconstruct to a 4-lane divided roadway with bicycle, pedestrian and associated intersection and drainage improvements

30% Design

- 4-lane divided roadway with median
- Protected bike lanes
- Sidewalk throughout on both sides
- Storm drain to improve surface drainage
- Improvements at Navajo wash
- New bridges at Rillito with connections to Loop pathway
- Improved intersections for safety, operations and capacity
- High Intensity Activated Crosswalk (HAWK) crossing at key locations
- Transit stops and pullouts
- Landscaping



30% Milestone Presentation – N. First Avenue

Public Outreach

Activity

- 16-Citizen Task Force Meetings
- Multiple Outreach Strategies
 - 3-Open Houses
 - 3-Virtual Open Houses
 - 9-Pop-Up Events
 - 1-Online Survey
 - Extensive business engagement

In Summary

- Input/feedback guided development of Project Goals and Implementation of key design features
- Overall high level of satisfaction with design; addresses critical issues and complies with voter approved scope



30% Milestone Presentation – N. First Avenue

Cost vs Budget

30 % Cost Estimate

Program Budget: \$133,500,000

- \$80M Construction Costs (Including Contract Administration, Inspections, Surveying, Materials Testing, etc.): 47%
- \$12.5M Design Costs: 9%
- \$1.2M Environmental Mitigation: 1%
- \$17M Right-of-Way Acquisition Costs: 13%
- \$22.8M Contingency : 17%

Voter Approved Budget

\$133,500,000

- \$70,755,000 RTA Funds
- \$62,745,000 Non-RTA Funds (\$25M Federal Better Utilizing Investments to Leverage Development (BUILD) Grant and Region Funds)



30% Milestone Presentation – N. First Avenue

Delivery; Jointly by Tucson DTM and RTA

North Segment: Wetmore Road to River Road (Federal)

- Design, right of way and utility relocation activities to be initiated following Board approval
 - Alternative project delivery mechanism may be used for this project
- Construction targeted to begin in Winter 2027

South Segment: Grant Road to Wetmore (Local)

- Design, right of way and utility relocation activities to be initiated following Board approval
 - Substantial right of way acquisition and utility relocation
 - Alternative project delivery mechanism may be used for this project
 - Will assess delivery method to determine optimal approach
- Construction targeted to begin in Spring 2028



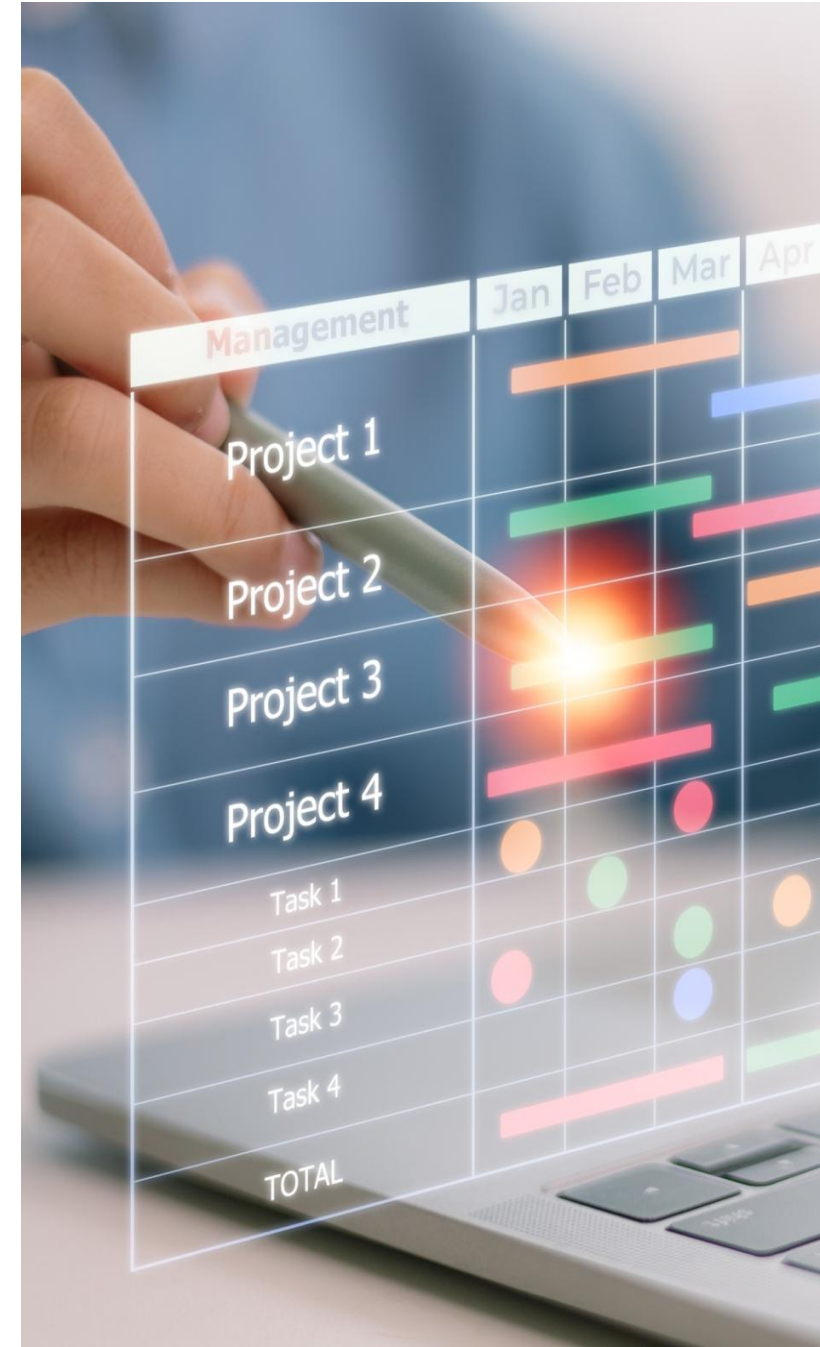
Questions?



Future Action Being Requested

At the September 24, 2026, meeting, will request approval from RTA Board:

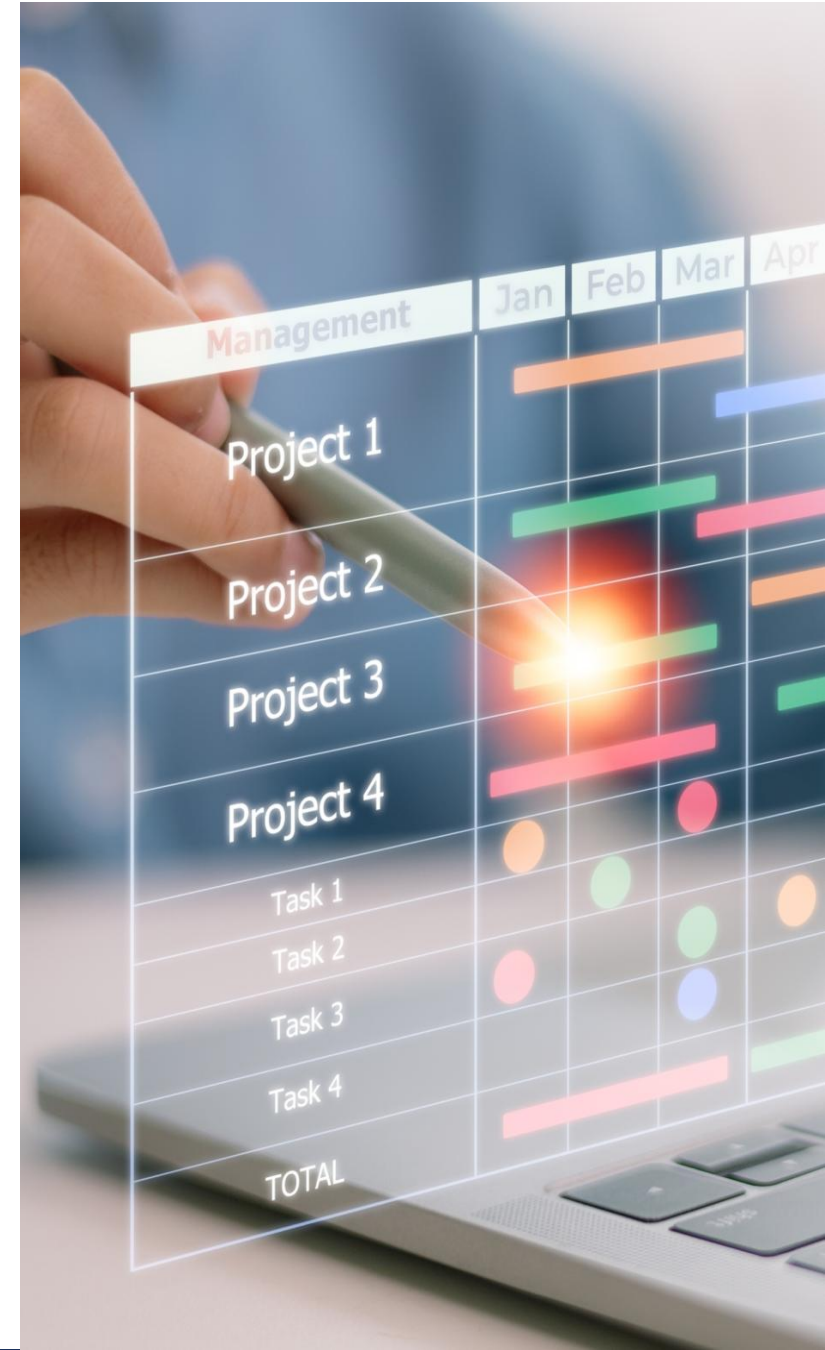
1. Approve the 30% design for First Avenue, from Grant to River (address both segments)
2. Authorize RTA to serve as the Lead Agency overseeing project delivery for N. First Avenue, as well as Houghton Road, from Broadway to Tanque Verde.



Recommendations

RTA staff

- ✓ Recommends approval of the 30% Design for the N. First Avenue Project, in accordance with Section 5.3.5 (e) (i) of the RTA Administrative Code
- ✓ Recommends authorization for RTA to serve as Lead Agency for delivery of both segments, as well as Houghton Road, Segment 8 from Broadway to Tanque Verde Road



Activity Overview



Update on Delivery Activities

ADOT

2006 Plan, Roadway Element

- Sunset Road; substantial completion anticipated by September
- Barraza/Aviation Parkway; design and right of way activities included with I-10, Alvernon to Valencia project
- Irvington Road Interchange; construction initiated
- Working with Town of Marana for initiation of Moore Road interchange

City of South Tucson

- Requested funding for a pavement rehabilitation project on Tenth Avenue
- Partnering with City of Tucson on Safety and Security items for Transit Element



Update on Delivery Activities

Pascua Yaqui Tribe

- No new projects requested for FY 2027

Pima County

- 2006 Plan; Environmental and Economic Vitality Element
 - Palo Verde Road sidewalks and S. Houghton pathway; construction targeted to start by end of year
- Roadway Element
 - Project initiation underway for:
 - Silverbell, Camino del Cerro to Ina
 - N. First Avenue, Orange Grove to Ina
 - Thornydale, Cortaro to Tangerine
 - Project construction forthcoming
 - Valencia, Camino de la Tierra to Mission (First segment of project #10); anticipated to start late 2026



Update on Delivery Activities

Tohono O'odham Nation

- 2006 Plan; Environmental and Economic Vitality Element
 - SR 86 Wildlife Crossing; revised concept to Council in September
- No new projects requested for FY 2027

Town of Marana

2006 Plan; Roadway Element

- Tangerine Road, I-10 to Marana Tech Drive (2A)
 - Roadway construction complete; railroad crossing modifications anticipated in 2029
- Tangerine Road, Marana Tech Drive to Dove Mountain (2B)
 - Construction anticipated for 2027
- Moore Road interchange
 - Project initiation activities are underway



Update on Delivery Activities

Tucson DTM

2006 Plan

Roadway, Environmental and Economic Vitality Elements

- Multiple projects nearing completion
- Several projects have construction underway/forthcoming (Roadway, bike and ped)
- All plan projects underway (design, right of way, etc.)

2026 Plan

Roadway Element

- Activities underway; Grant Road; Freemont to Sparkman (5&6), Drexel; Midvale to Calle Santa Cruz
- Forthcoming; 22nd Street; I-10 to Kino, Drexel; Mission to Midvale



Update on Delivery Activities

Tucson DTM

Pavement Rehabilitation Element

- FY 2027 allocation
 - Alvernon Road, Julian Wash to Valencia
 - Irvington Road, Kolb Road to Houghton Road
 - Kolb Road, Valencia Road to Interstate 10
 - Silverbell Road, Grant Road to St Mary's
 - Wrightstown/Harrison roads, Pantano to Speedway
 - Swan Road, Rillito River to Speedway

Transit Element

- High-Capacity Transit (HCT)/Bus Rapid Transit (BRT) on Stone Ave. is under design. Federal grant application is forthcoming
- All operational activities are ongoing
- Safety and Security implementation is underway



Update on Delivery Activities

RTA

- Roadway Element
 - First Ave., Grant to River; partnering with DTM for 30% approval by Board and transition into final design and delivery
 - Houghton Road, Broadway to Tanque Verde Road; activities underway to initiate design
- Transit Element
 - Sun Shuttle Fixed/Paratransit activities are ongoing. Increasing TNC use
 - Short Range Transit Plan kicked off August 26, 2026, and estimated completion March 2027



September 2026

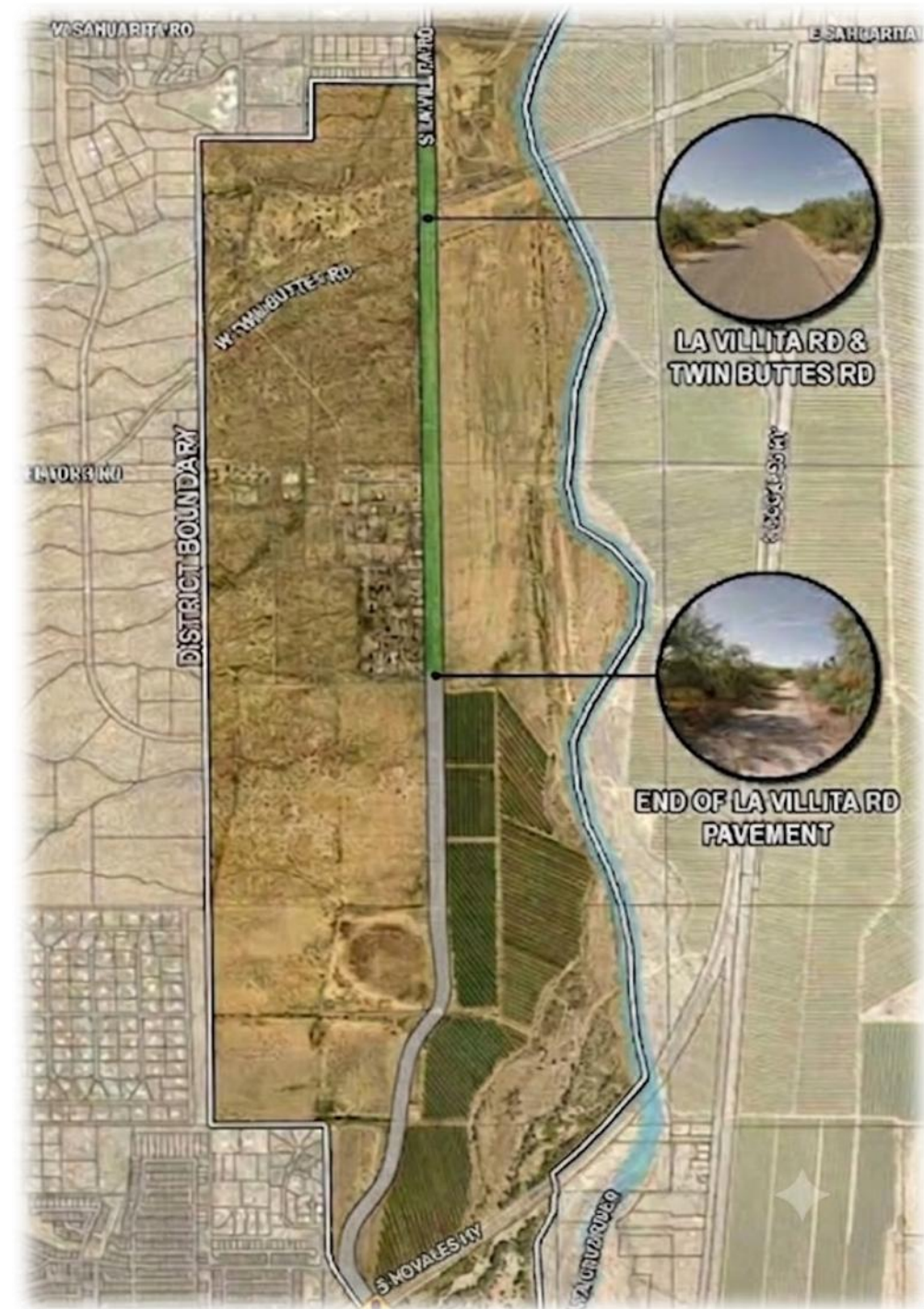


RTA Next – Period 1 Planning

RTA #7: La Villita Road Extension

Project Description:

- Install paved shoulders and improve pavement section on existing road
- Remove intersection at Twin Buttes Road
- Extend new 2-lane road with paved shoulders to Nogales Highway
- Extend existing multi-use path from El Toro Road to Nogales Highway
- Drainage Improvements
- Tie in to existing signalized intersection



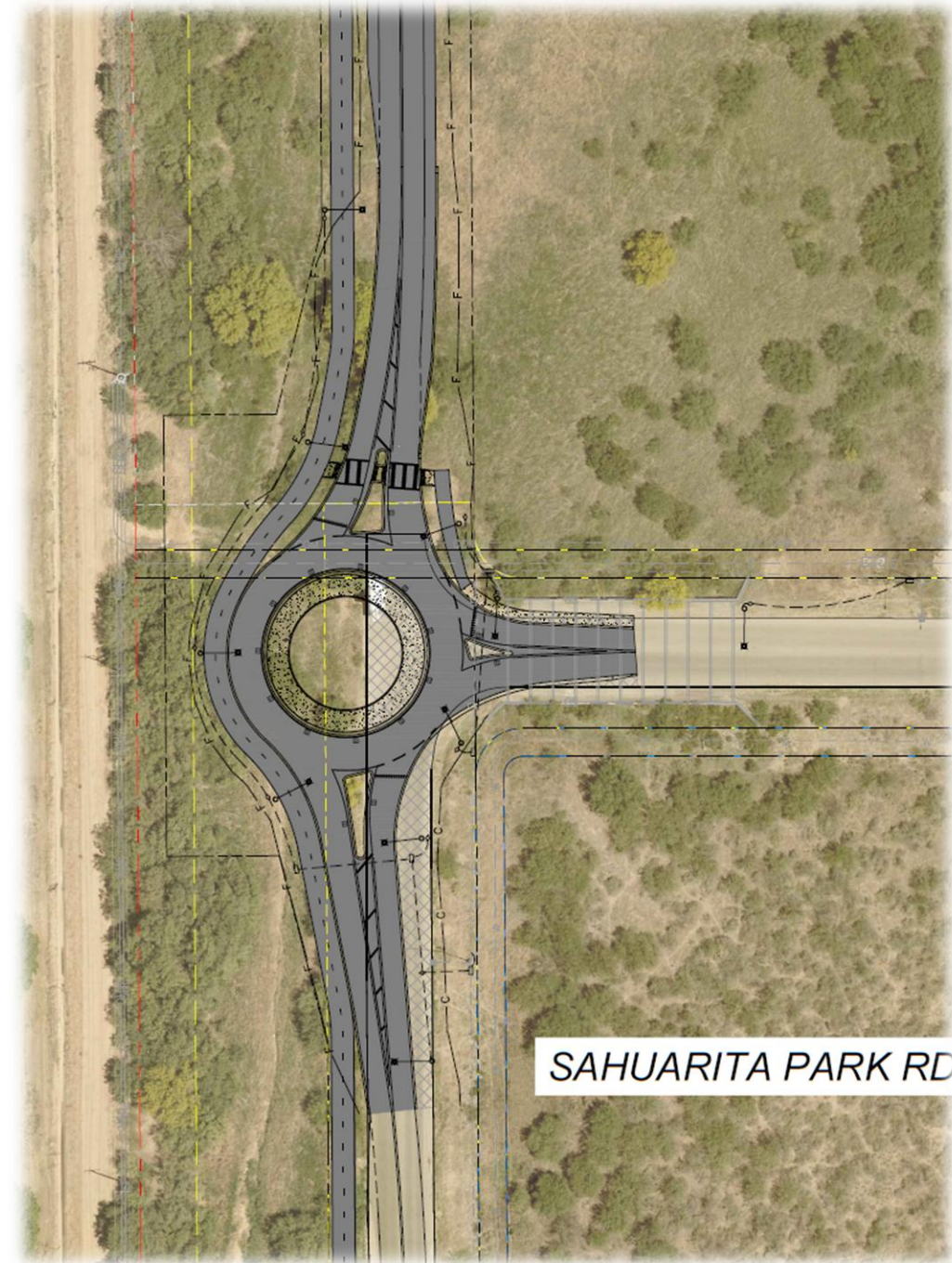
La Villita Road Extension – Schedule

- ✓ August 2026 – Select design consultant
- ✓ November 2026 – NTP for Design
- ✓ November 2027 – 30% Plans Complete
- ✓ December 2027 – ROW Acquisition
- ✓ February 2029 – 100% Design Complete
- ✓ July 2029 – NTP for Construction
- ✓ June 2031 – Substantial Completion

Sahuarita Park Road Extension and Safety Improvements

Project Description:

- Installation of a roundabout at Walden Grove High School on Sahuarita Park Road extension to minimize conflicts with high school drivers and visitors to the Phoenix Zoo Endangered Animal Safari
- New multi-use path Sahuarita Road to roundabout
- Lighting Improvements





Regional Transportation Authority Technical Management Committee

Town of Oro Valley – Period I Projects

September 9, 2026

Town of Oro Valley

Period I Projects (2026 – 2031)

▶ **Roadway Element I**

- Shannon Road - Tangerine Road to Lambert Lane
- Lambert Lane – Rancho Sonora to Thornydale

▶ **Safety Element II**

- Tangerine Road / Musette Drive- Traffic Signal

▶ **Pavement Rehabilitation Element III**

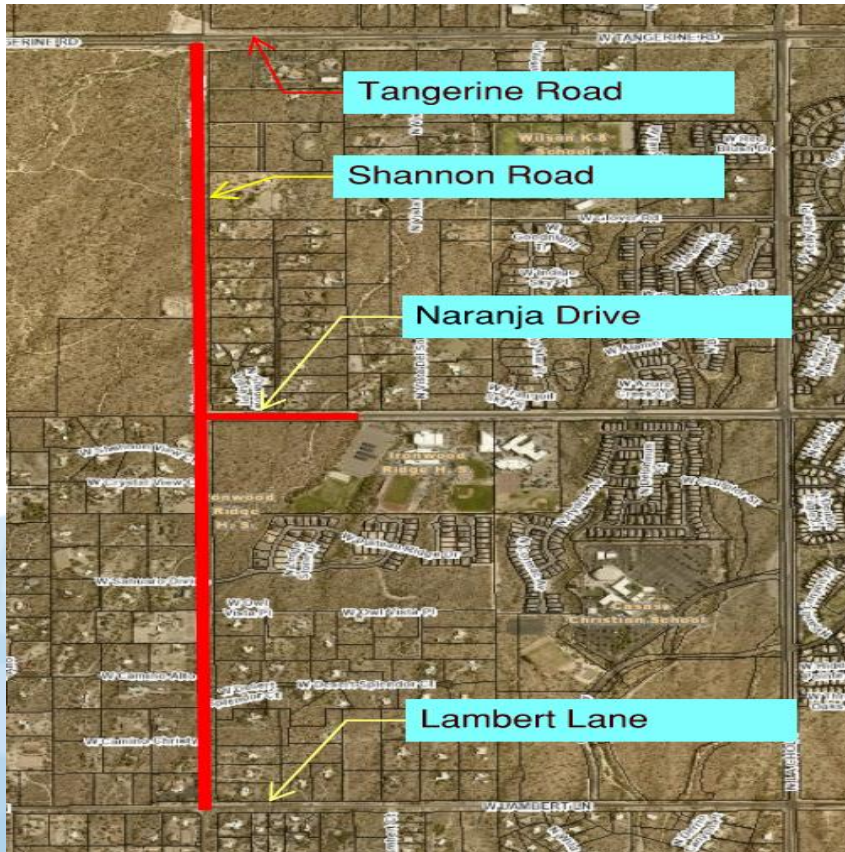
- La Cañada Deck Rehabilitation

▶ **Transit Element IV**

- Continuation of Transit Services

Shannon Road – 2 miles

- ▶ Lambert Lane to Tangerine Road
- ▶ Naranja Drive Shannon Road to Ironwood Ridge High School





Shannon Road – 2 miles

- Construct new 3-lane roadway
- 12-foot travel lanes
- 6-foot-wide sidewalk
- 6-foot-wide multi-use lanes (bike lanes)
- 10-foot-wide multi-use path
- Drainage facilities
- Traffic signals
- Roundabout
- Landscaping
- Public art





Shannon Road

Funding

- **RTA:** \$25,773,000
- **OV:** \$1,100,000
- **Total:** \$26,873,000

Tentative Schedule

Design – 20 months

- Start: August 2026
- Completion: April 2028

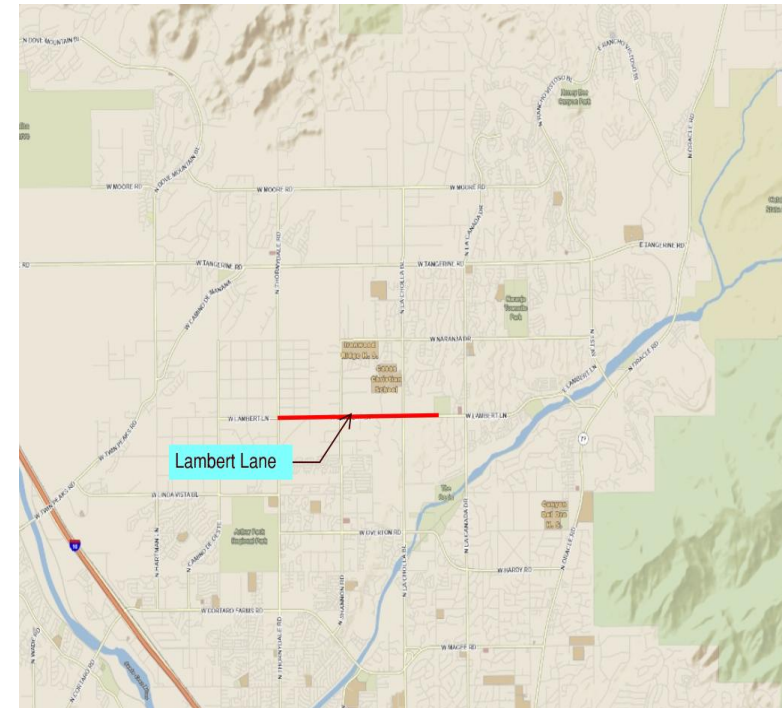
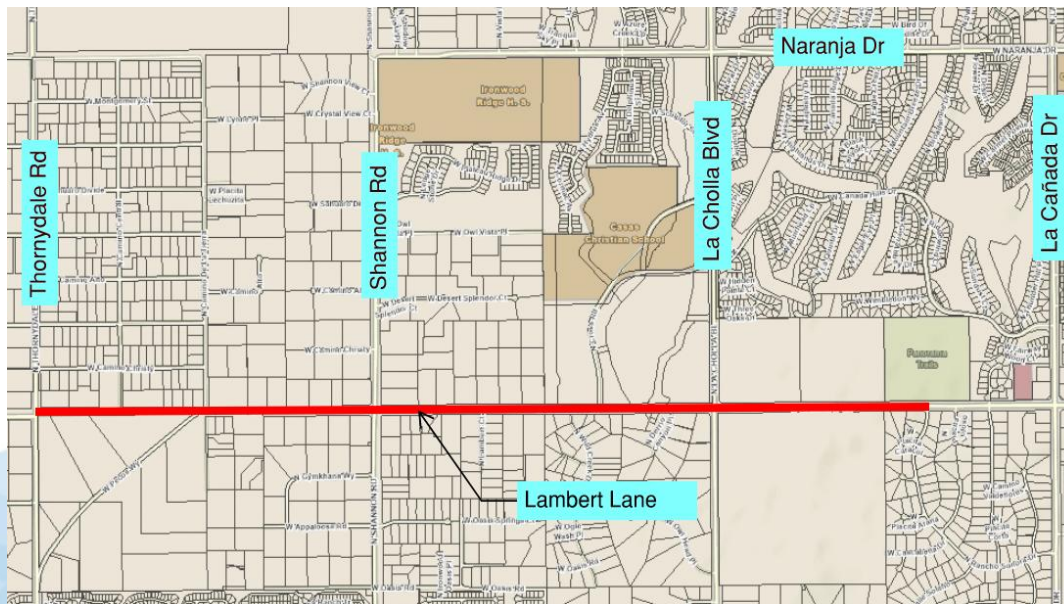
Construction – 18 Months

- Start: July 2028
- Completion: January 2030



Lambert Lane – 2.5 Miles

▶ Thornydale Road to Rancho Sonora Drive





Lambert Lane – 2.5 Miles

- Widen roadway to 4-lanes
- 12-foot travel lanes
- 6-foot-wide sidewalk
- 6-foot-wide multi-use lanes (bike lanes)
- 10-foot-wide multi-use path
- Drainage facilities
- Landscaping
- Public art





Lambert Lane

Funding

- **RTA:**\$55,175,000
- **OV:** \$1,100,000
- **Total:** \$56,275,000

Tentative Schedule

Design – 24 Months

- Start: June 2027
- Completion: June 2029

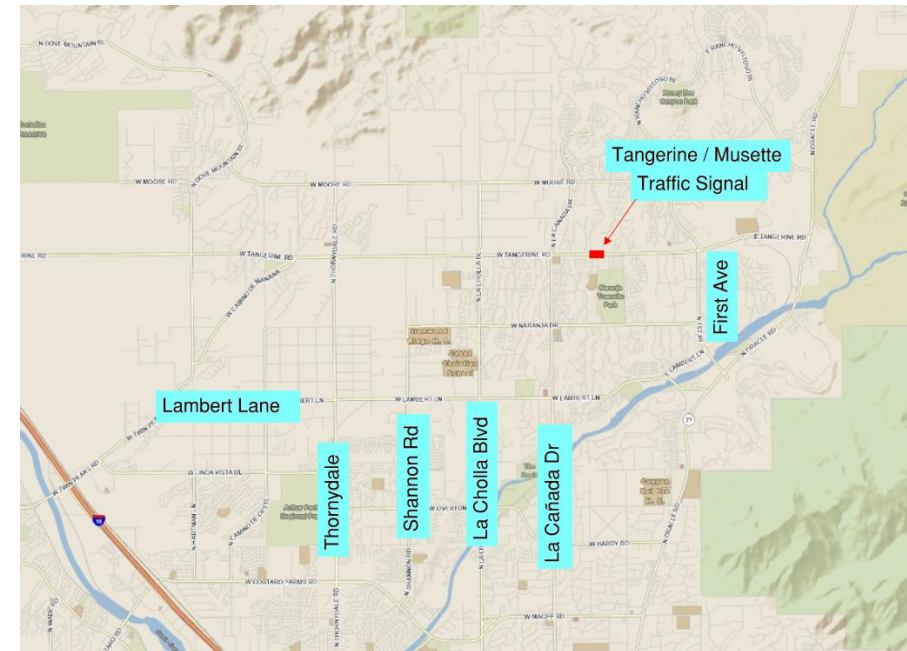
Construction – 24 Months

- Start: Fall 2029
- Completion: Fall 2031



Safety Element II

Tangerine Road / Musette Drive Traffic Signal



Safety Element II

Oro Valley Allocation – Periods I - IV

- \$10,400,000

Tangerine Road / Musette Drive - Traffic Signal Funding

- RTA: \$750,000

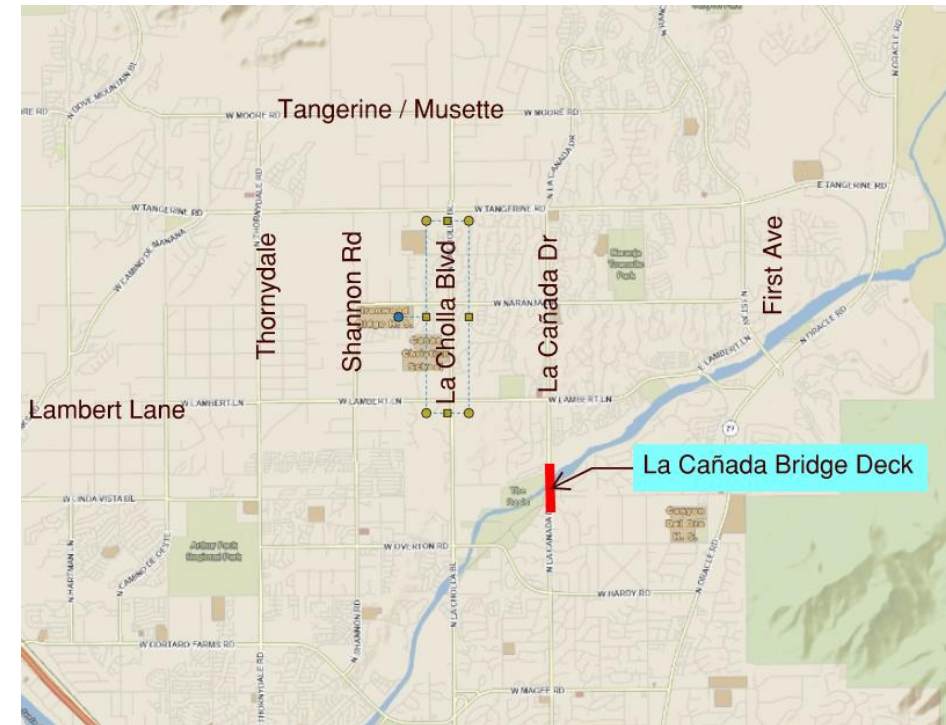
Tentative Schedule

- Design: Ongoing
- Construction Start: Fall 2026



Pavement Rehabilitation Element III

La Cañada Bridge Deck Rehabilitation



Pavement Rehabilitation Element III



Oro Valley Allocation – Periods I - IV

- \$5,000,000

La Cañada Bridge Deck Rehabilitation

Design Funding:

- RTA \$300,000

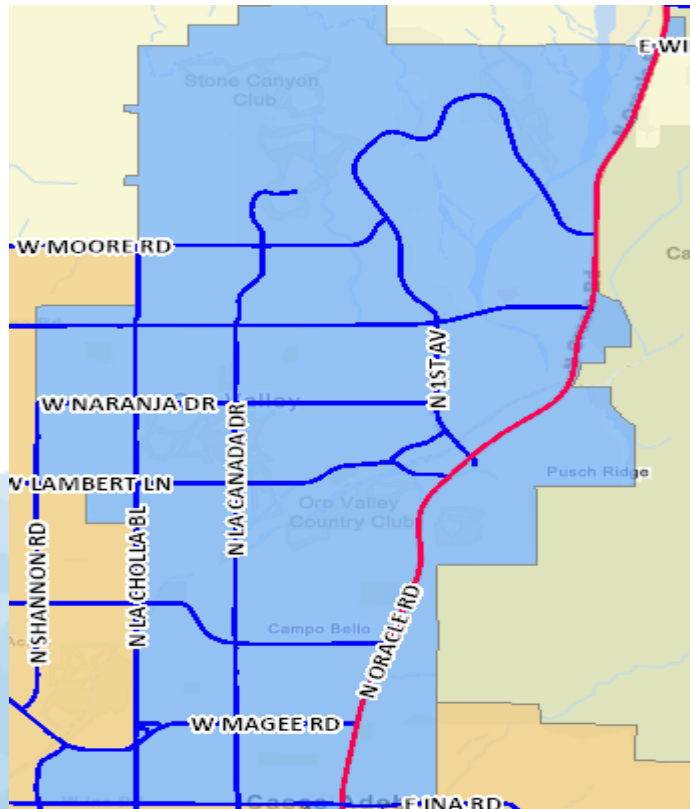
Tentative Schedule:

- Start Design fall 2026 and finish spring 2028
- Start Construction summer 2028 finish spring 2029



Transit Element IV

- ▶ Oro Valley Sun Shuttle operates in the northwest area of the Tucson region. We transport General Public (GP), Seniors (S) (age 65 and older) and those with disabilities (ADA). All rides must originate in the Blue Zone. GP riders must stay within this Blue Zone. Senior and ADA riders can travel beyond.

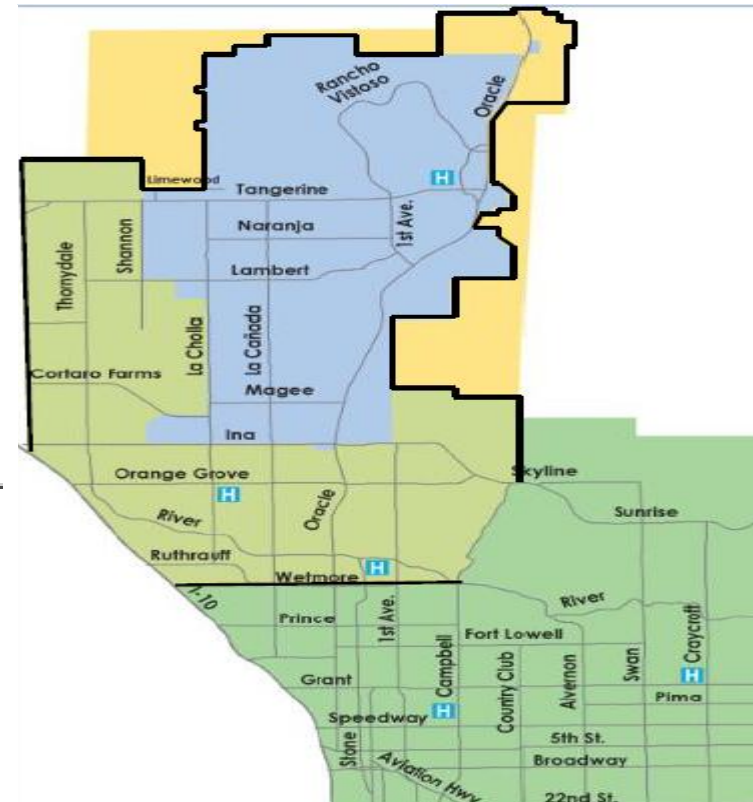


FY 2026

GP: 15,057
S: 19,193
ADA: 41,964

Employees
Office: 11
Drivers: 64

Vehicles
Mini Van: 3
Transit: 1
Cutaway: 24



Questions?



Moving Forward

Focus on Performance and Plan Delivery

- Financial aspects
- Project performance
- Overall plan delivery

Information on project activities will be available through podcasts, social media, websites, etc.



Roadway Element | Safety, ADA and Active Trans Element | Pavement Element | Environmental Element | Transit Element |



Thank You



2006 Plan Performance Matrix

Roadway Element																								
Subelement	Project	1 IGA Execution	2 Consultant Solicitation Advertised	3 NTP for Design	4 30% Design	\$\$ 30% Cost Value (Invoiced Amount from Consultant)	5 Indemnify Utilities	6 Utility Clearance	\$\$ Utility Prior Rights Cost Value	7 Start making offers for Real Property transactions	8 Right of way Clearance	\$\$ Right of way Cost Value	9 Permit/clearance submittal	10 Permit/clearance approval	11 100% Design	12 Ad Date	\$\$ Final Design Cost Value (Invoiced Amount from Consultant)	13 NTP for Construction	14 Substantial Completion	\$\$ Substantial Completion Cost Value (Invoiced Amount from Contractor/Consultant)	15 Final Project Closeout	\$\$ Final Project Closeout Cost Value (Invoiced Amount from Contractor/Consultant)	\$\$ Total Budget	Notes/Comments
1	Tangerine, Phase 2A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	3/6/23	3/2/26	\$42,320,058	7/30/29	Not Available	\$58,844,000	
5	Silvebell Rd., Phase 2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	7/21/26	8/19/26	\$3,038,285	12/1/26	12/31/28	\$53,955,290	2/15/31	\$54,255,290	Info Pending	Using \$5M for the cultural and archeological recovery, testing, curation, etc. for both pre-construction and construction phases. Include in the total budget
8	Sunset Rd., Phase 2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	8/15/26	\$37,039,516	8/1/28	\$39,639,516	\$40,498,616	
15	Grant Rd. Underpass at UPRR	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	5/4/26	9/30/26	\$7,500,000	11/30/26	\$7,500,000	\$24,797,000	Should this be for the currently completed project, or also include the potential 2nd phase for the bike/ped aspect?
16	Downtown Links	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	8/31/20	9/15/26	Info Pending	9/30/28	Info Pending	Info Pending	
18	Grant Rd., Phases 3&4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	4/29/24	12/30/26	\$68,755,000	2/15/28	\$68,755,000	\$115,255,000	Total Budget also includes \$46,500,000 for right of way
19	22nd St., Phase 2, Bridge over UPRR	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2/23/26	11/2/28	\$165,000,000	11/15/30	\$166,650,000	Info Pending	
20	Barraza/Aviation, Design and Right of Way	N/A	2/25/26	8/30/26	2/1/27	\$8,700,000	9/1/26	9/1/27	\$21,000,000	6/1/26	9/1/27	\$10,000,000	10/1/27	12/1/27	12/1/27	2/1/28	\$29,000,000	6/1/28	6/1/30	\$402,300,000	6/1/31	\$447,000,000	\$447,000,000	Project is being constructed as part of larger I-10 widening project from Alvernon to Valencia
21	Valencia, Ajo to Mark Road (bus pullout at Ignacio Baumea)	N/A	N/A	N/A	N/A	N/A	N/A	Info Pending	\$0	N/A	N/A	\$0						Delivery Information Pending Hiring of Replacement Project Manager				\$350,000		
22	Irvington Rd., Santa Cruz River to East of I-10 (I/C Reconfig)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	7/17/26	4/1/28	\$77,938,263	3/13/29	\$86,598,070	\$91,452,956	Project is being constructed as part of larger I-19 interchange reconstruction project
23	Valencia Rd., I-19 to Alvernon	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	12/1/26	1/15/27	\$1,200,000	4/30/27	4/30/28	\$8,080,000	5/30/30	\$8,600,000	\$9,800,000	
25	Valencia Rd., Kolb to Houghton	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	11/11/24	8/30/26	\$35,643,825	10/31/28	\$35,898,825	\$39,018,000	
30	22nd St., Camino Seco to Houghton	N/A	N/A	N/A	N/A	N/A	9/9/25	6/30/28	Not Available	11/1/25	2/15/27	\$1,500,000	N/A	N/A	9/30/26	4/1/28	\$2,745,000	8/15/28	6/15/30	\$43,982,288	6/15/32	\$44,132,288	\$34,232,000	I am seeing \$41,785,000 including \$2M in local funds
31	Harrison Rd., Bridge over Pantano Wash	N/A	N/A	7/15/26	11/1/26	\$450,000	11/1/26	7/1/27	\$0	1/15/27	7/1/27	\$1,000,000	11/1/26	9/1/27	9/1/27	N/A	\$2,000,000	9/1/27	12/31/29	\$25,000,000	12/31/31	\$27,500,000	\$14,250,000	
32	Houghton Rd., Irvington to 22nd St. (Segment 7)	N/A	N/A	N/A	N/A	N/A	N/A	11/30/26	Not Available	N/A	7/14/26	Not Available	N/A	10/1/26	9/15/26	11/15/26	\$7,846,385	3/1/27	4/1/29	\$69,047,282	5/30/31	\$73,614,130	Info Pending	

2026 Plan Performance Matrix

Safety, ADA and Active Transportation Element																							
Subelement	Project	1	2	3	4	\$\$	5	6	\$\$	7	8	\$\$	9	10	11	12	\$\$	13	14	\$\$	15	\$\$	
		Charter Execution	Consultant Solicitation Advertised	NTP for Design	30% Design	30% Cost Value (Invoiced Amount from Consultant)	Indemnify Utilities	Utility Clearance	Utility Prior Rights Cost Value	Start making offers for Real Property transactions	Right of way Clearance	Right of way Cost Value	Permit/clearance submittal	Permit/clearance approval	100% Design	Ad Date	Final Design Cost Value (Invoiced Amount from Consultant)	NTP for Construction	Substantial Completion	Substantial Completion Cost Value (Invoiced Amount from Contractor/Consultant)	Final Project Closeout	Final Project Closeout Cost Value (Invoiced Amount from Contractor/Consultant)	Total Budget

40, Safety and Active Transportation Element Projects, Oro Valley

Tangerine Road/Musette Drive, Traffic Signal Installation

Pavement Rehabilitation Element																						
Subelement	Project	1	2	3	4	\$\$	5	6	\$\$	7	8	\$\$	9	10	11	12	\$\$	13	14	\$\$	15	\$\$
		Charter Execution	Consultant Solicitation Advertised	NTP for Design	30% Design	30% Cost Value (Invoiced Amount from Consultant)	Indemnify Utilities	Utility Clearance	Utility Prior Rights Cost Value	Start making offers for Real Property transactions	Right of way Clearance	Right of way Cost Value	Permit/clearance submittal	Permit/clearance approval	100% Design	Ad Date	Final Design Cost Value (Invoiced Amount from Consultant)	NTP for Construction	Substantial Completion	Substantial Completion Cost Value (Invoiced Amount from Contractor/Consultant)	Final Project Closeout	Final Project Closeout Cost Value (Invoiced Amount from Contractor/Consultant)

42	Tucson FY 2027	9/24/26	N/A	5/1/26	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	12/31/26	N/A	\$500,000	7/20/26	9/1/27	\$28,000,000	10/1/27	\$28,000,000	\$28,500,000
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#42

La Canda Bridge Deck Repair

Environmental Element																							
Subelement	Project	1	2	3	4	\$\$	5	6	\$\$	7	8	\$\$	9	10	11	12	\$\$	13	14	\$\$	15	\$\$	
		Charter Execution	Consultant Solicitation Advertised	NTP for Design	30% Design	30% Cost Value (Invoiced Amount from Consultant)	Indemnify Utilities	Utility Clearance	Utility Prior Rights Cost Value	Start making offers for Real Property transactions	Right of way Clearance	Right of way Cost Value	Permit/clearance submittal	Permit/clearance approval	100% Design	Ad Date	Final Design Cost Value (Invoiced Amount from Consultant)	NTP for Construction	Substantial Completion	Substantial Completion Cost Value (Invoiced Amount from Contractor/Consultant)	Final Project Closeout	Final Project Closeout Cost Value (Invoiced Amount from Contractor/Consultant)	Total Budget

44

No Activity

Transit Element																						
Subelement	Project	1	2	3	4	\$\$	5	6	\$\$	7	8	\$\$	9	10	11	12	\$\$	13	14	\$\$	15	\$\$
		Charter Execution	Consultant Solicitation Advertised	NTP for Design	30% Design	30% Cost Value (Invoiced Amount from Consultant)	Indemnify Utilities	Utility Clearance	Utility Prior Rights Cost Value	Start making offers for Real Property transactions	Right of way Clearance	Right of way Cost Value	Permit/clearance submittal	Permit/clearance approval	100% Design	Ad Date	Final Design Cost Value (Invoiced Amount from Consultant)	NTP for Construction	Substantial Completion	Substantial Completion Cost Value (Invoiced Amount from Contractor/Consultant)	Final Project Closeout	Final Project Closeout Cost Value (Invoiced Amount from Contractor/Consultant)

46

HCT Transit Improvements (Stove Ave., BRT)

47

Streetcar Operations

48

Expanded Weekday/Evening/Weekend Bus Service Hours and Paratransit Service

49

Bus Frequency/Route and Service Area Expansion

50

Express and Shuttle Fixed/Dial-a-ride/Paratransit Services

51

Safety and Security Of Regional Transit System

52

General Expansion of Transit Services Regionwide

Information from Draft Project Charter

SUBJECT: RTA Quarterly Report and North First Ave 30% Design Review

Meeting	Meeting Date	Agenda Category	Agenda Item #
Technical Management Committee	September 9, 2026	Action	9

REQUESTED ACTION/SUGGESTED MOTION

1. Discussion and recommendation to the RTA Board to authorize the RTA to serve as Lead Agency for the delivery of North First Avenue (2006-14) and Houghton Road (2006-32) RTA Projects
2. Discussion and recommendation to the RTA Board for approval of the 30% design for the North First Avenue, River Road to Grant Road (2006-14) project

ASSOCIATED OWP WORK ELEMENT/GOAL

Work element 46, RTA Support

SUMMARY

1. RTA as Lead Agency for North First Avenue:

RTA Staff requests authorization from the Board for the RTA to serve as Lead Agency for delivery of North First Avenue and Houghton Road projects in coordination with the partner jurisdiction.

Memorandums dated September 19 and October 23, 2025, identified that RTA could serve as Lead Agency responsible for delivery, as a strategy to advance RTA projects.

The RTA is now equipped with the appropriate organizational structure and capacity to deliver the RTA projects. After coordination and concurrence with City of Tucson,

Packet Material Prepared: Date: 9/1/2026

two projects have been identified where the RTA will serve as the Lead Agency and oversee project delivery for the City of Tucson:

- North First Avenue from Grant Road to River Road (2006-14)
- Houghton Road from Broadway Boulevard to Tanque Verde Road (2006-32)

RTA staff will continue coordinating with partner jurisdictions to utilize this project delivery strategy for other voter-approved RTA Projects where appropriate. This partnership approach is intended to improve schedule and efficiency and fulfill implementation of the RTA program.

2. Approval of the 30% Design for North First Avenue

This approval establishes the framework to advance delivery of the North First Avenue project and supports timely implementation of the proposed improvements. The North First Avenue Citizen's Task Force is scheduled to meet on September 3, 2026, to consider their support and advancement of the project.

Due to the project limits, scope of work, funding sources, and complexity, the RTA and the City of Tucson Department of Transportation and Mobility (DTM) will deliver the project in two segments:

North Segment: Wetmore Road to River Road (Federal)

RTA will serve as Lead Agency for remaining project delivery activities on behalf of the City of Tucson including project development, final design, right-of-way acquisition, permitting, utility coordination and relocation and construction.

The City of Tucson, as the recipient of the Better Utilizing Investments to Leverage Development (BUILD) federal grant, will remain the officially designated grant recipient and will continue to fulfill all applicable federal grant requirements and responsibilities.

South Segment: Grant Road to Wetmore Road (Local)

RTA will serve as Lead Agency for the remaining project delivery activities on behalf of the City of Tucson, including project development, final design, right-of-way acquisition, permitting, utility coordination and relocation and construction.

The various specific roles, responsibilities and coordination requirements for the RTA and the City of Tucson will be defined in the Project Charters for both segments.

PRIOR BOARD AND/OR COMMITTEE ACTION

North First Avenue: The RTA Board previously approved the funding for initial design (up to 30%) and preliminary right-of-way acquisition activities.

FINANCIAL CONSIDERATIONS

Voter Approved Budget: \$133,500,000

- \$70,755,000 RTA Funds
- \$62,745,000 Non-RTA Funds (\$25 M Federal Better Utilizing Investments to Leverage Development (BUILD) Grant and Region Funds

TECHNICAL, POLICY, LEGAL OR OTHER CONSIDERATIONS

None

ATTACHED ADDITIONAL BACKUP INFORMATION

[North First Avenue 30 Percent Plan Submittal](#)

Staff Contact/Phone

Michael J. Ortega, (520) 792-1093
Greg Byres (520) 791-1093
Carlos De La Torres (520) 792-1093

Ultimately, the CTF approved the use of the two cross-sections illustrated below to be utilized as the starting point for conceptual design. The complete roadway layout will be refined through the final design process:

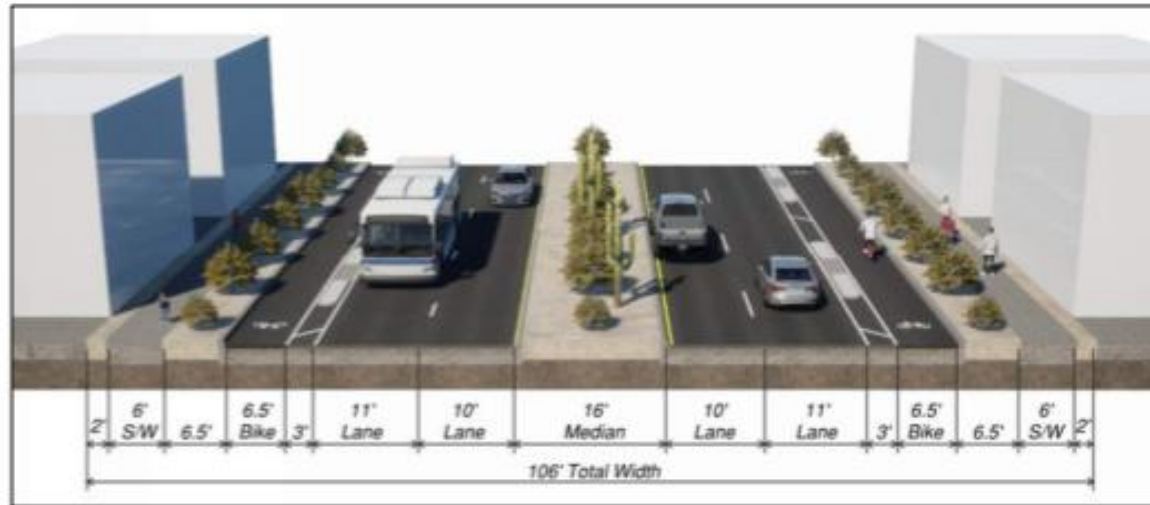


Figure 41 - Preferred Roadway Cross-Section

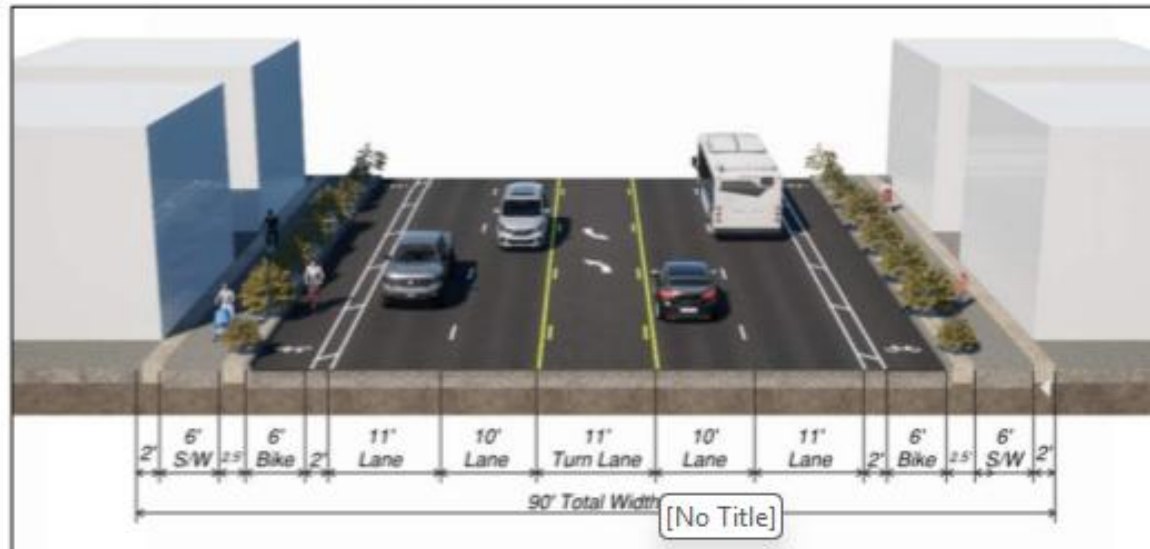
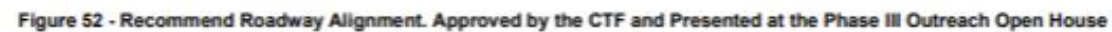


Figure 42 - CTF Selected Narrowed Roadway Cross-Section

Utilizing the Project Goals and associated Design Strategies, the design team was able to create the Recommended Roadway Alignment Alternative. This alternative provides the preferred roadway cross-section for the majority of the corridor, and narrow roadway cross-section between Prince Road and Roger Road. By utilizing the curvilinear to acquire necessary right-of-way width from both sides of 1st Avenue, this alternative minimizes the not only the cost of right-of-way acquisition, but reduces the impact to the existing business and homes, and preserves much of the existing character along the corridor.



GENERAL NOTES

- HORIZONTAL CONTROL:**
HORIZONTAL DATUM: ARIZONA COORDINATE SYSTEM, NORTH AMERICAN DATUM (NAD) 1983 (2011) WITH 2010 EPOCH, CENTRAL ZONE 0202, IN INTERNATIONAL FEET, USING A COMBINED SCALE FACTOR (CF), 0.9999910 (1/CF = 1.00010901188). SURFACE NORTHING AND EASTING COORDINATES ARE DERIVED BY DIVIDING THE STATE PLANE GRID COORDINATES BY THE COMBINED SCALE FACTOR (SURFACE VALUE=GRID VALUE/CF).
- BASIS OF BEARING:**
THE BASIS OF BEARING FOR THIS PROJECT IS NORTH 00°02'30" WEST, AND WAS DERIVED USING THE PREVIOUSLY DESCRIBED HORIZONTAL DATUM AND OBSERVED LOCATIONS OF POINT NO. 600 AN ESTABLISHED 1/2" REBAR FLUSH WITH NO TAG LOCATED AT THE SOUTHEAST CORNER OF SECOND (2') AVENUE AND GRANT ROAD LAYING 19 FEET EAST OF 2' AVENUE'S EAST RIGHT-OF-WAY LINE TO POINT NO. 606 A PIMA COUNTY'S ONLINE POSITIONING USER SERVICE (OPUS) "13S13E, N25 AND ALSO KNOWN AS PIMA COUNTY SURVEY DESIGNATION "NN-148 WHICH IS A FOUND 3/16" STAINLESS STEEL PIN IN PVC SLEEVE INCASED IN CONCRETE WITH NO LID, THE RIM IS STAMPED "NN-148 1991" LAYING 0.30' BELOW GROUND, AND LOCATED 750 FEET SOUTH OF THE INTERSECTION OF RIVER ROAD AND FIRST (1') AVENUE AND 48 FEET WEST OF THE RANGE LINE BETWEEN SECTION 24 OF T.13S, R.13E, AND SECTION 19 OF T.13S, R.14E, OF GILA AND SALT RIVER MERIDIAN, THE HORIZONTAL SURFACE DISTANCE BETWEEN THESE TWO MONUMENTS IS 15749.11 FEET.
- VERTICAL CONTROL:**
THE BASIS OF ELEVATION (B.O.E.) AND PRIMARY HORIZONTAL CONTROL POINT FOR THIS PROJECT IS POINT NO. 506 A PIMA COUNTY'S ONLINE POSITIONING USER SERVICE (OPUS) "13S13E, N25 AND ALSO KNOWN AS PIMA COUNTY SURVEY DESIGNATION "NN-148 WHICH IS A FOUND 3/16" S TAINLESS STEEL PIN IN PVC SLEEVE INCASED IN CONCRETE WITH NO LID, THE RIM IS STAMPED "NN-148 1991" LAYING 0.30' BELOW GROUND, AND LOCATED 750 FEET SOUTH OF THE INTERSECTION OF RIVER ROAD AND 1' AVENUE AND 48 FEET WEST OF THE RANGE LINE BETWEEN SECTION 24 OF T.13S, R.13E, AND SECTION 19 OF T.13S, R.14E, OF GILA AND SALT RIVER MERIDIAN, AS SHOWN ON PIMA COUNTY GPS OCCUPATION SHEET PID - GPS0143, AND HAVING AN ORTHOMETRIC ELEVATION = 2322.01 FEET BASED UPON NORTH AMERICAN VERTICAL DATUM (NAVD) 1988 INTERNATIONAL FEE, AND USING GEOID18.
- THE PRIMARY CONTROL POINT IS THE SAME PIMA COUNTY DOT OPUS CONTROL POINT "13S13E, N25" AS DESCRIBED UNDER VERTICAL CONTROL, WHICH IS AN OPUS RESOLVED STATIC SOLUTION. THE SECONDARY CONTROL POINTS WERE ESTABLISHED FOR THIS PROJECT BASED UPON THE PRIMARY CONTROL POINT. THE CONTROL POINTS USED FOR THIS PROJECT HAVE THE FOLLOWING COORDINATE VALUES:**

POINT & NAME	NORTHING INTERNATIONAL FEET	EASTING INTERNATIONAL FEET	ORTHOMETRIC ELEVATION INTERNATIONAL FEET
PRIMARY CONTROL PT. & B.O.E.			
13S13E, N25 2011 GRID PT. #606			
13S13E, N25 2011 GRID SURFACE			
SECONDARY CONTROL PTS.			
EPS CP PT. #600 2011 GRID	455,991.8630	995,235.8940	
1/2" REBAR SURFACE	456,041.5720	995,344.3870	2415.22
LOCATED NORTHEAST OF NORTH STREET AND 2ND AVENUE.			
EPS CP PT. #604 2011 GRID	462,701.2200	995,560.2240	
1/2" REBAR SURFACE	462,751.6600	995,668.7520	2354.20
LOCATED EAST OF FIRST AVENUE IN ALLEY BETWEEN FREEMAN PLACE AND HOLMAN DRIVE.			
EPS CP PT. #607 2011 GRID	471,224.0410	995,327.2250	
1/2" REBAR SURFACE	471,275.4110	995,435.7290	2323.79
LOCATED SOUTHEAST OF FIRST AVENUE AND BROMLEY STREET.			
- ALL STATIONING SHOWN ON THE PLANS AND PROFILES IS ALONG THE CONSTRUCTION CENTERLINE UNLESS OTHERWISE NOTED.
- ALL CONSTRUCTION SHALL CONFORM TO 2015 EDITION OF THE PIMA ASSOCIATION OF GOVERNMENTS (PAG) STANDARD SPECIFICATIONS AND DETAILS FOR PUBLIC IMPROVEMENTS EXCEPT AS MODIFIED IN THE CONTRACT SPECIFICATIONS OR PLANS. PAVEMENT MARKING SHALL CONFORM TO THE PC/COT SIGNING & PAVEMENT MARKING DESIGN MANUAL, 2020 FIRST EDITION, REFERENCED ADOT STANDARDS ARE PER THE LATEST EDITION ADOT BRIDGE GROUP STRUCTURE DETAIL DRAWINGS, CONSTRUCTION STANDARD DRAWINGS, & SIGNING AND MARKING STANDARD DRAWINGS.
- EXISTING OVERHEAD ELECTRIC, TELEPHONE AND CABLE T.V. UTILITIES AND UNDERGROUND ELECTRIC, GAS, T.V. AND TELEPHONE UTILITIES WILL BE RELOCATED BY OTHERS.
- SURVEY MONUMENTS WILL BE FURNISHED AND PLACED BY THE CONTRACTOR PER PAG STD. DTL. 103 SHT. 1 OF 3 OR SHT. 2 OF 3. SEE GEOMETRIC LAYOUT AND PAVING PLAN AND PROFILE SHEETS FOR LOCATIONS.
- ALL SURVEY MONUMENTS SHALL BE ESTABLISHED BY A LAND SURVEYOR REGISTERED IN THE STATE OF ARIZONA, AND A RECORD OF SURVEY WILL BE PROVIDED.
- RADI ARE MEASURED TO FRONT FACE OF CURB PER C.O.T. STANDARDS.
- CONSTRUCTION ZONE TRAFFIC CONTROL SHALL CONFORM TO THE REQUIREMENTS OF THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES", U.S. DEPARTMENT OF TRANSPORTATION, FEDERAL HIGHWAY ADMINISTRATION, EDITION OF 2023, AND THE SPECIAL PROVISIONS.
- CONTRACTOR SHALL COMPLY WITH ALL APPLICABLE OCCUPATIONAL SAFETY AND HEALTH ADMINISTRATION REGULATIONS.
- SOUTHWEST GAS HAS VALVES WITHIN THE PROJECT AREA THAT MAY NEED TO BE PROTECTED AND ADJUSTED TO FINAL GRADE. THE CONTRACTOR MUST CONTACT SOUTHWEST GAS FOR ADJUSTING VALVES AT LEAST TWO WEEKS PRIOR TO THE START OF CONSTRUCTION BY CALLING (520) 794-8208.
- SOUTHWEST GAS REQUIRES A 1-FOOT MINIMUM SEPARATION WHEN CROSSING ITS DISTRIBUTION FACILITIES AND A 3-FOOT MINIMUM SEPARATION WHEN CROSSING HIGH PRESSURE MAINS.
- SWPPP MEASURES SHALL BE INSTALLED SO AS TO PREVENT ALL STORM WATER, CONSTRUCTION WATER, FUELS, CHEMICALS OR LIQUIDS FROM BEING DIRECTED INTO OR ONTO ANY SANITARY SEWER FACILITIES. PROTECTION OF SANITARY SEWER FACILITIES SHALL BE A PART OF THE APPROVED CONSTRUCTION SWPPP AND BEST MANAGEMENT PRACTICES. PROTECTION DEVICES SHALL BE INSTALLED AND MAINTAINED AROUND ALL POTENTIALLY AFFECTED SANITARY SEWER FACILITIES WITHIN THE PROJECT LIMITS. ADDITIONAL MEASURES SHALL INCLUDE BUT NOT BE LIMITED TO THE USE OF RAIN STOPPERS AND WATERPROOF MANHOLE COVERS AS DEEMED NECESSARY BY THE PIMA COUNTY REGIONAL WASTEWATER RECLAMATION DEPARTMENT.
- THE CONTRACTOR SHALL VERIFY EXISTENCE OF ALL UTILITIES BY CALLING BLUE STAKE AT 1-800-782-5348 48 HOURS PRIOR TO CONSTRUCTION. ALL EXISTING UTILITY LOCATIONS ARE APPROXIMATE, AND ARE SHOWN USING THE BEST AVAILABLE DATA. THE CONTRACTOR IS RESPONSIBLE FOR VERIFYING THE DEPTH AND HORIZONTAL LOCATION OF ALL UNDERGROUND UTILITIES PRIOR TO CONSTRUCTION. ANY AND ALL DAMAGE DONE BY THE CONTRACTOR TO EXISTING UTILITIES DURING CONSTRUCTION SHALL BE THE FAULT OF THE CONTRACTOR, WITH THE CONTRACTOR BEARING ALL FINANCIAL RESPONSIBILITY.
- THE CONTRACTOR SHALL INSTALL ALL PERMANENT PAVEMENT MARKINGS, AND ALL PERMANENT TRAFFIC CONTROL SIGNS.

- THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL DRIVEWAYS, ALLEYS, AND MAILBOXES DURING CONSTRUCTION. THE CONTRACTOR WILL NOT RESTRICT EMERGENCY VEHICLES, US POSTAL DELIVERY, SOLID WASTE COLLECTIONS AND/OR ACCESS TO THE ADJACENT PROPERTIES EXCEPT AS APPROVED BY THE ENGINEER.
- A COPY OF THESE PLANS SHALL BE KEPT IN AN EASILY ACCESSIBLE LOCATION ON THE SITE AT ALL TIMES DURING CONSTRUCTION.
- ANY EXCESS EXCAVATED MATERIAL SHALL BECOME THE PROPERTY OF THE CONTRACTOR, AND SHALL BE REMOVED FROM THE PROJECT SITE BY THE CONTRACTOR.
- IN THE EVENT THAT HUMAN REMAINS, INCLUDING HUMAN SKELETAL REMAINS, CREMATIONS, AND/OR FUNERARY OBJECTS ARE FOUND DURING EXCAVATION OR VICINITY OF THE DISCOVERY, STATE LAWS ARS 41-865 AND ARS 41-844 REQUIRE THAT THE ARIZONA STATE MUSEUM BE NOTIFIED OF THE DISCOVERY AT (520) 621-4795 SO THAT CULTURAL GROUPS WHO CLAIM CULTURAL OR RELIGIOUS AFFINITY TO THEM CAN MAKE APPROPRIATE ARRANGEMENTS FOR THE REPATRIATION AND REBURIAL OF THE REMAINS. THE HUMAN REMAINS WILL BE REMOVED FROM THE SITE BY A PROFESSIONAL ARCHAEOLOGIST PENDING CONSULTATION AND REVIEW BY THE ARIZONA STATE MUSEUM AND THE CONCERNED CULTURAL GROUPS.
- THE CONTRACTOR SHALL NOT DAMAGE NATURAL GROWTH WITHIN PRIVATE PROPERTY. ALL WORK SHALL BE DONE WITHIN EASEMENTS, ROADWAYS, AND ALLEYS.
- WHEN MATCHING EXISTING PAVEMENT OR CURB AND GUTTER, THE CONTRACTOR MUST VERIFY EXISTING ELEVATIONS TO ENSURE PROPER DRAINAGE AND GRADES. ANY DISCREPANCIES WITH THE PLANS SHALL BE IMMEDIATELY BROUGHT TO THE ATTENTION OF THE ENGINEER.
- IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO FURNISH, HAIL, AND APPLY ALL WATER REQUIRED FOR COMPACTION, AND FOR THE CONTROL OF DUST FROM CONSTRUCTION ACTIVITY. THE COST FOR THIS WORK IS TO BE INCLUDED IN THE CONSTRUCTION PRICE.
- DIMENSIONS SHALL NOT BE SCALED FROM THE DRAWINGS.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE CARE, MAINTENANCE, REPAIR OR REPLACEMENT OF EXISTING IMPROVEMENTS IN THE WORK AREA WHICH HAVE BEEN REMOVED OR DAMAGED DURING THE COURSE OF CONSTRUCTION. ALL REPAIR, REPLACEMENT, OR CLEANUP SHALL BE DONE TO THE SATISFACTION OF THE OWNER.
- OMISSIONS OR CONFLICTS BETWEEN VARIOUS ELEMENTS OF THE DRAWINGS, NOTES AND DETAILS SHALL BE BROUGHT TO THE ATTENTION OF THE ENGINEER AND RESOLVED BEFORE PROCEEDING WITH THE WORK.

INDEX OF SHEETS

SHEET NUMBER	SHEET TYPE
1	COVER SHEET
2 - 3	DESIGN SHEETS
4 - 9	TYPICAL SECTIONS & PAVEMENT SECTIONS
10 - 14	PIPE SUMMARY SHEET
15 - 24	DRAINAGE DETAILS
25 - 69	GEOMETRIC LAYOUT SHEET
70 - 172	ROADWAY PLAN & PROFILE SHEETS
173 - 209	DEMOLITION PLAN
210 - 219	STORM DRAIN PLAN & PROFILE SHEETS
220 - 257	STRIPING PLAN
258 - 294	LIGHTING PLAN
295 - 324	SIGNAL PLAN
325 - 365	HARDSCAPE PLAN
366 - 405	PLANTING PLAN
406 - 447	IRRIGATION PLAN
448 - 450	BRIDGE AESTHETICS
451 - 455	RETAINING WALL SHEETS
456 - 464	BRIDGE PLAN SHEETS
465 - 504	RECORD OF SURVEY

DESIGN SHEET

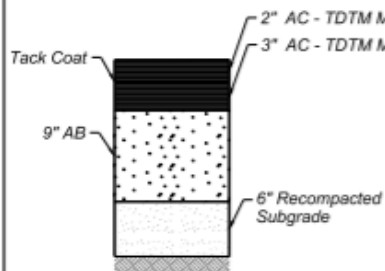
SHEET 1 OF 2

Record Document
Date: 08/08/2024

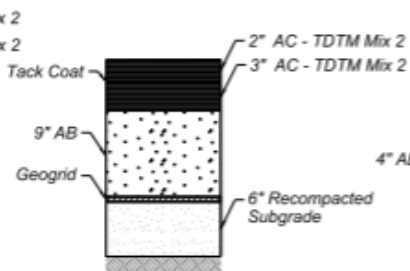


30%
DESIGN CONCEPT
SUBMITTAL
Preliminary
Not For
Construction

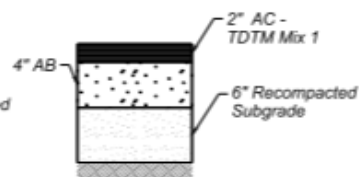
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CITY OF TUCSON	DESIGNED BY [Signature]	CHECKED BY [Signature]	APPROVED BY [Signature]	DATE 08/08/2024
PLAN NO. R-2024-XXX				

PAVEMENT STRUCTURAL
SECTION NUMBER 1

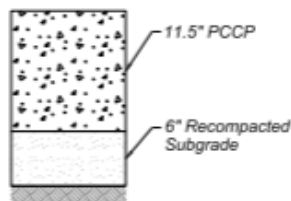
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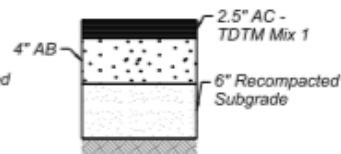
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PAVEMENT STRUCTURAL
SECTION NUMBER 3

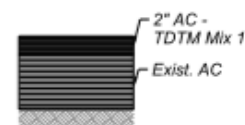
MINOR SIDE ROADS, DRIVEWAYS, AND PARKING LOTS

PAVEMENT STRUCTURAL
SECTION NUMBER 4

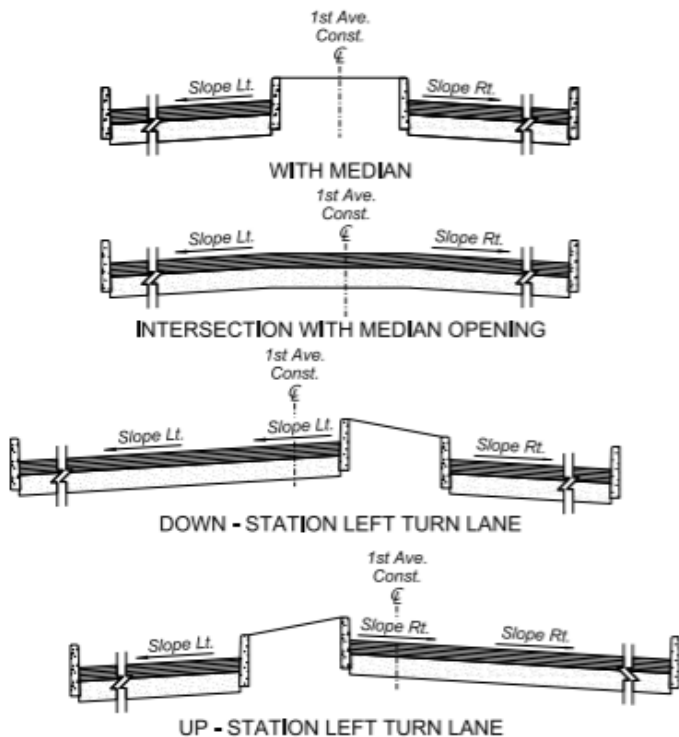
BUS BAYS

PAVEMENT STRUCTURAL
SECTION NUMBER 5

MULTI - USE PATH

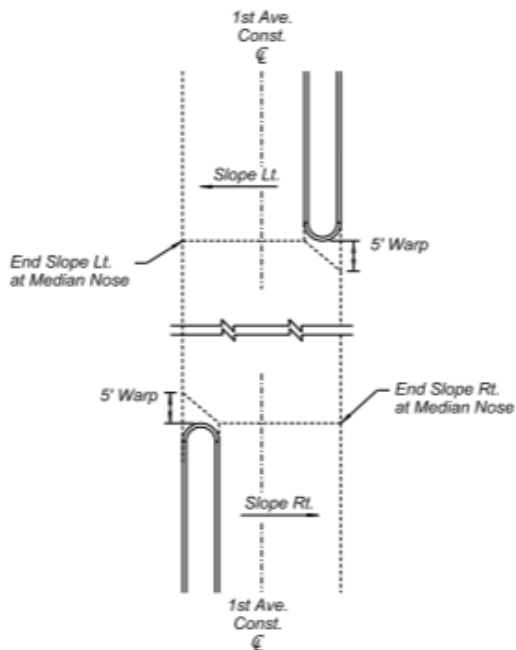
PAVEMENT STRUCTURAL
SECTION NUMBER 6

MILL AND OVERLAY
1ST AVENUE
STA. 177+90.52 TO STA. 182+00



DETAIL

PROFILE GRADE AND CROSS SLOPE CONTROL



NOTES:

1. *These Sections represent the typical roadway layout in relation to the Construction CL only. See Geometric Layout Sheets, Paving Plans, Staking Plans, and Retaining Wall Plans for additional information.*
2. *Detail sections for non-typical edge treatments at specific locations are shown on the Paving Plans.*
3. *The Existing and Proposed Right-of-Way varies throughout the project corridor. Refer to the Right-of-Way and Paving Plans for detailed information.*

TYPICAL SECTIONS

SHEET 1 OF 6

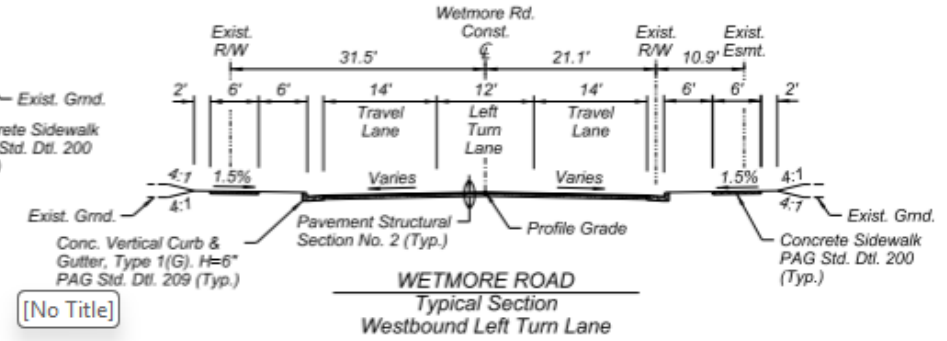
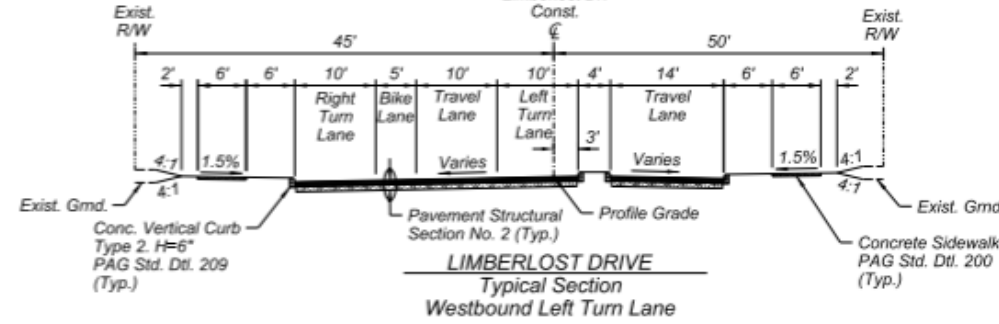
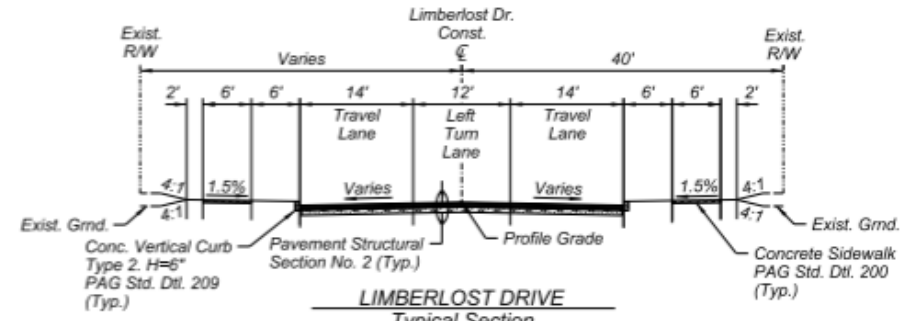
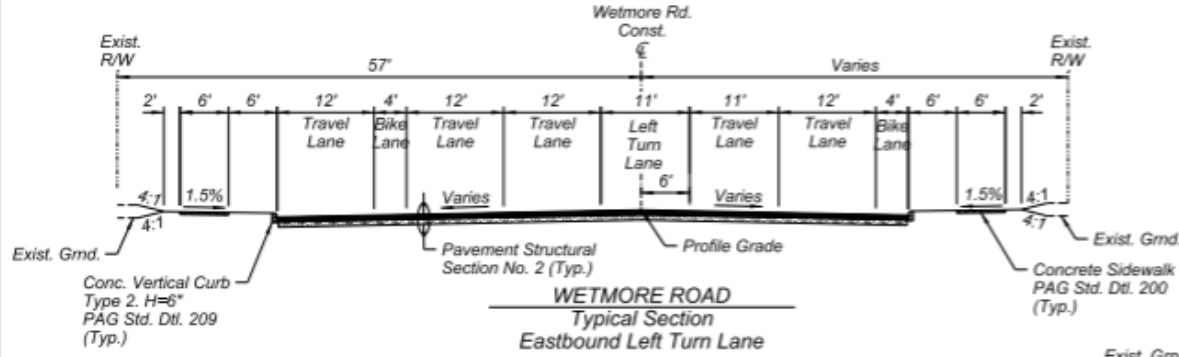
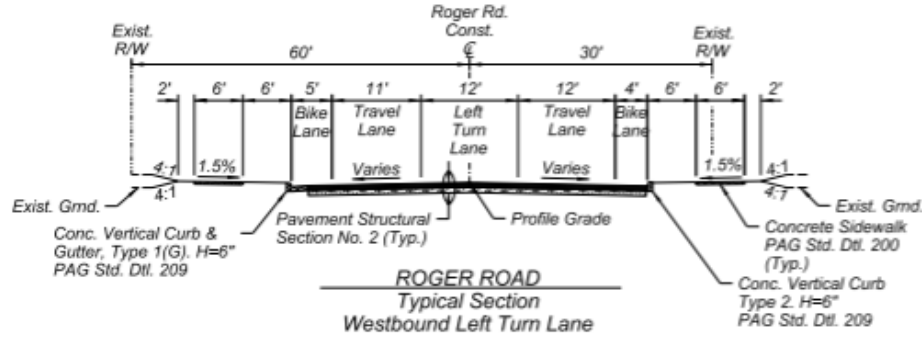
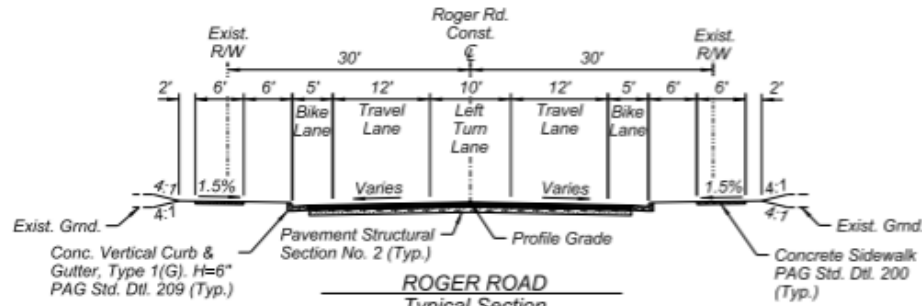
W/L	DATE	REVISION	BY	CHECK	APPV

30%
DESIGN CONCEPT
SUBMITTAL
*Preliminary
Not For
Construction*

DEPARTMENT OF TRANSPORTATION AND MOBILITY/ENGINEERING DIVISION				4
1ST AVENUE, GRANT ROAD TO RIVER ROAD - ROADWAY IMPROVEMENTS				OF 504
 city of TUCSON	DESIGNED BY <u>SEA</u> AUG 2024	CHECKED BY <u>SEA</u> AUG 2024	APPLIED BY <u>SEA</u> AUG 2024	SCALE <u>NOT</u> PLAN NO. <u>R-2024-100X</u>

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[No Title]

TYPICAL SECTIONS

SHEET 5 OF 6

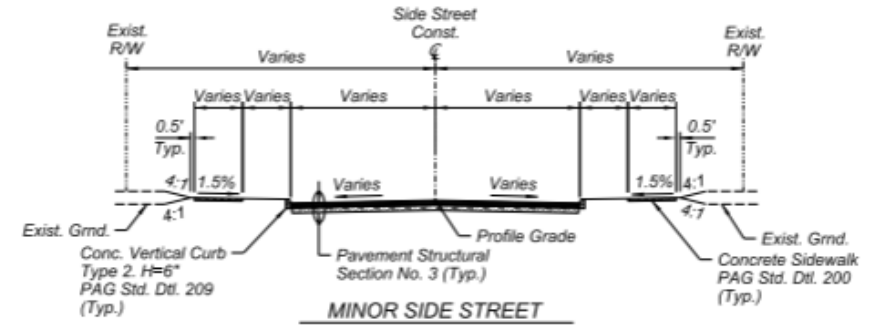
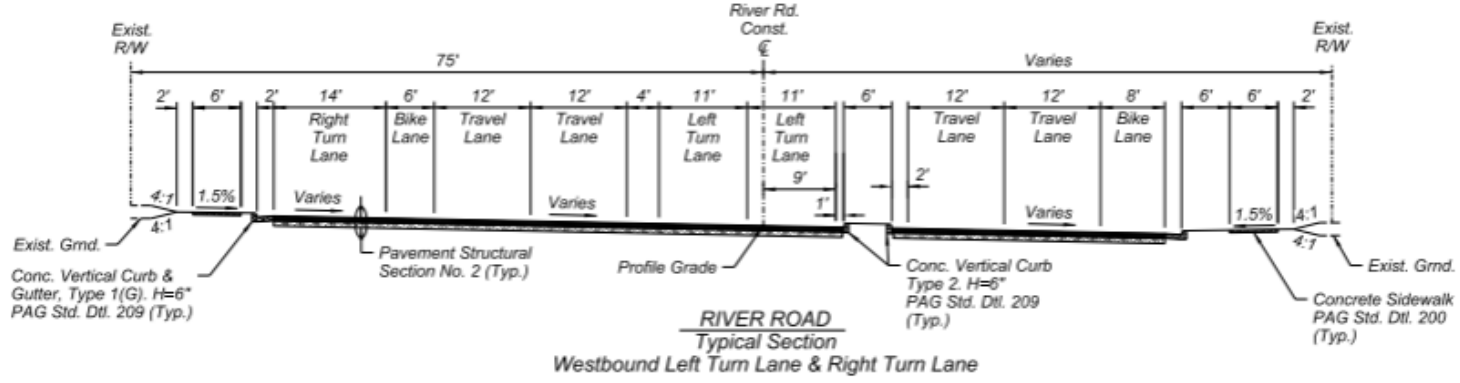
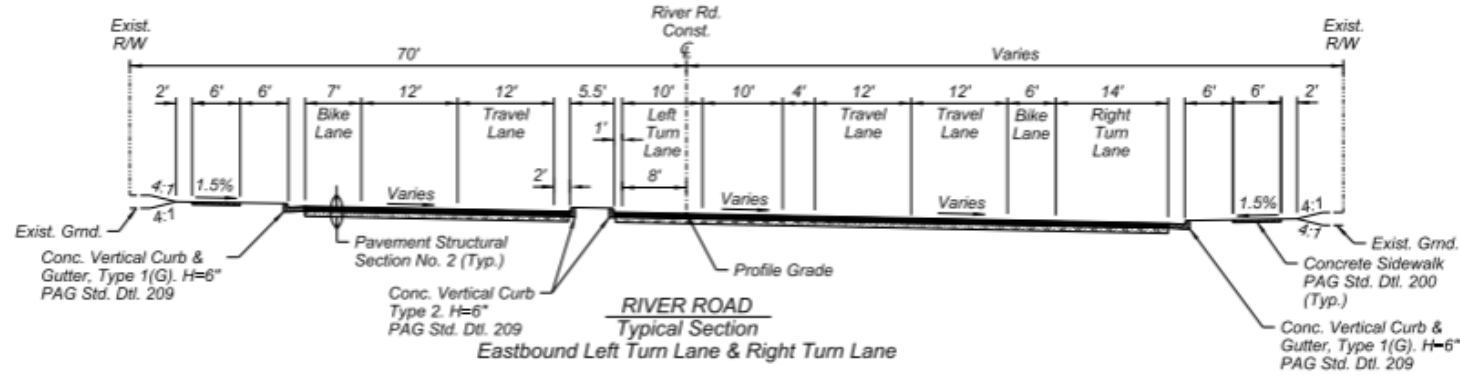
Record Document
Date: 06/06/2024



NO.	DATE	BY	CHKD	APPR

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DESIGN CONCEPT
SUBMITTAL
Preliminary
Not For
Construction

DEPARTMENT OF TRANSPORTATION AND MOBILITY/ENGINEERING DIVISION				8
1ST AVENUE, GRANT ROAD TO RIVER ROAD - ROADWAY IMPROVEMENTS				504
CITY OF TUCSON	DESIGNED BY [Signature]	CHECKED BY [Signature]	APPROVED BY [Signature]	DATE 11/16/2024
PROJECT NO. R-2024-XXX				



TYPICAL SECTIONS

SHEET 6 OF 6

Record Document
Date: 08/08/2024



REV	DATE	DESCRIPTION	BY	CHECK	APPROVE

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DESIGN CONCEPT
SUBMITTAL
Preliminary
Plan For
Construction

DEPARTMENT OF TRANSPORTATION AND MOBILITY/ENGINEERING DIVISION						9
1ST AVENUE, GRANT ROAD TO RIVER ROAD - ROADWAY IMPROVEMENTS						OF 504
 CITY OF TUCSON	DESIGNED BY _____	CHECKED BY _____	APPROVED BY _____	SCALE _____	PLAN NO. R-2024-XXXX	
	AUG 2024	AUG 2024	AUG 2024			

Process Mapping of RTA Project Delivery

September 9, 2026



Presentation by RTA staff and partner jurisdictions

RTA Process Mapping and Creation of Standard Work



Why this matters

- Standardize key processes across jurisdictions
- Reduce administrative effort and handoffs
- Shorten review and approval cycles
- Reuse proven practices across projects
- Improve delivery and accountability

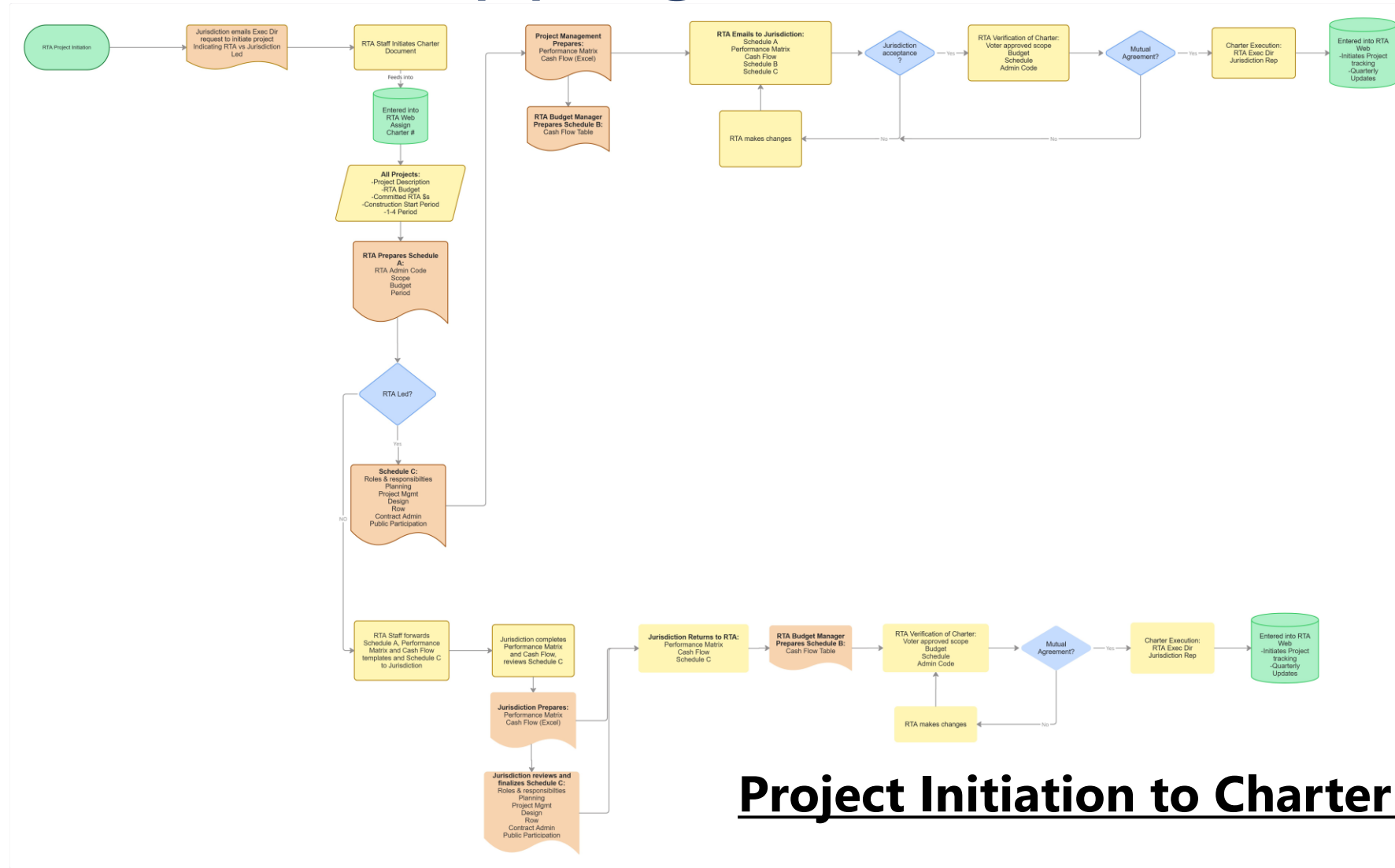


Project Delivery Components For RTA Led Projects

- Project Initiation
- Charter Process
- Procurement of Design Services
- Initial Design (to 30%)
- Final Design (to 100%)
- Construction Procurement
- Construction
- Project Closeout



Process Mapping



Project Initiation to Charter Execution



Standard Work makes project delivery repeatable

STUNSL			
Standard Work: Procurement of Design Services (Workshop Exercise)			
Who: Jamie / Alice / Adam		Owner:	Date Created: 07/22/26 Revision Date:
#	Actions / Steps (what)	Key Points (how)	Reasons (why)
1.	Initiate process - generated through receipt of a procurement request	Receive request for procurement via intake form (incl. all relevant details: timeframe, panel members, description of need)	Need to collect necessary information required to initiate process in a timely manner - intake form used to ensure efficiency and consistency
2.	Data entry of intake into database or spreadsheet	Input information submitted via intake forms (repository not yet defined)	A formal repository has many benefits. Information management, notifications can be created for multiple owners (decentralize contacts)
3.	Evaluate intake form for feasibility (yes/no) (heads-up to Senior leadership here)	Review information provided in request - determine if it is a viable proposition	This is where we can vet the accuracy, identify potential conflicts, etc.
4.	RTA Project Manager* identifies and confirms selection panel members and schedules pre-meeting.	Give notice, schedule room, coordinate invites (navigate capacity of RTA PM / Chair. Procurement Officer designate for some of the administrative steps - potential to coordinate with other teams or add to staff)	Administrative procedures necessary for conducting the selection panel pre-meeting in the next step.
5.	Conduct selection panel pre-meeting	Procurement Officer conducts the meeting to explain the process and confidentiality requirements, and to determine no conflicts of interest	Need to establish confidentiality and eliminate conflict of interest as early in the process as possible. Set other expectations as necessary
6.	Develop Scope of Work and Proposal, including contract and registration constraints	Procurement Officer works with requesting project manager to add detail to SOW/contract template	These components are necessary for any proposer to understand the work to be performed, how proposal will be

Revised: 1/30/2025

— SW

Page 1 of 3

STUNSL			
Standard Work: RTA & Jurisdiction Project Charter			
Who: RTA Staff		Owner: RTA Projects Manager & Director of Transportation Services	Date Created: 7-24-26 Revision Date:
#	Actions / Steps (what)	Key Points (how)	Reasons (why)
1.	Jurisdiction initiates Project Discussion	Jurisdiction emails RTA Executive Director about initiating project - include discussion on lead agency (RTA vs. Jurisdiction)	The RTA Board is accountable for the delivery of the 20-year RTA Next Program per RTA Statute
2.	For either Jurisdiction led or RTA led, RTA staff pre-populates Charter	RTA Operations Coordinator pre-populates Charter - Assign Charter number - Record in RTA Web - Complete Schedule A with RTA Admin Code info - Complete Schedule C from menu (depending on who is lead agency)	To ensure that both parties understand their roles and responsibilities as to comply with the RTA Program
3.	RTA led projects - Complete Performance Matrix and Cash Flow along with Schedule C (Roles and Responsibilities)	Carls or Director of Transp. Services completes Performance Matrix and Cash Flow in Excel file, and Schedule C as well	Develop schedule and cash flow for RTA budgeting and master schedule and Schedule C for capturing tasks, roles and responsibilities
4.	RTA led projects - develop Schedule B	Send Perf Matrix and Cash Flow information to Budget Manager	Ensure available funds and informs RTA Budget and TIP
5.	RTA led projects - Forward Schedule A, Performance Matrix, Cash Flow, Schedule B, and Schedule C to Jurisdiction	Email draft Charter to Jurisdiction Appointed Rep (word file/form and excel file)	Document funding and project details and roles and responsibilities
6.	Jurisdiction led projects - RTA staff forwards Schedule A, blank Perf. Matrix and Cash Flow, and Schedule C to Jurisdiction	Email draft Charter and request they complete Performance Matrix and Cash Flow	RTA needs to confirm available funding and schedule (compliance with ballot and RTA statute)

Revised: 7/27/2025

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Page 1 of 2

STUNSL			
Standard Work: Communications & Stakeholder Engagement (just a thought)			
Who:		Owner:	Date Created: Revision Date:
#	Actions / Steps (what)	Key Points (how)	Reasons (why)
1.	Build project webpage	Web administrator builds subpage of RTAmobility.com	Inform public of upcoming project; updates during construction
2.	Provide Business Support to affected businesses	Conduct proactive business outreach, personal visits, ongoing communication, business consulting, and referrals to RTA Business Support services	Minimize construction impacts to businesses and the local economy; improve business resiliency
3.	Identify affected neighbors and all stakeholder groups for notifications	Coordinate with PAG or Jurisdiction staff to compile distribution lists for businesses, neighborhoods, elected officials, stakeholder organizations, partner agencies, RTA staff, and project team members.	Legal requirements Public input
4.	Schedule 2 open houses for residents/businesses/property owners in project area to gather input prior to 30% design. Note: public input cannot change voter approved scope.	Identify locations and coordinate holding open houses within or near the construction corridor; develop presentation materials, including project designs, maps, general RTA information, and other exhibits; identify key staff from PAG/Jurisdiction/consultant/contractors to attend, support community outreach, and promote the event.	Admin code requirement (7); public education; gather public input
5.	Write/design postcard with open house information to mail to affected neighbors near project area	Work with mailing service or coordinate with lead agency/consultant to send mailer	ARS requirement (7); public/neighbor information; education;
6.	Advertising of legal notices	Coordinate with key staff on notice text, publication date(s); applicable	ARS requirements; for solicitation of bids, etc.

Revised: 1/30/2025

— SW

Page 1 of 2

STUNSL			
Standard Work: Project Management - Pre-Construction			
Who: RTA Staff		Owner: RTA	Date Created: 7/24/2026 Revision Date:
#	Actions / Steps (what)	Key Points (how)	Reasons (why)
1.	Work with procurement to advertise and secure a contractor	PM follows established workflow PS & E provided for bid PM reviews bids for inaccuracies PM makes a recommendation for award and prepares materials if RTA Board approval needed	Process secures a contractor and an provides an ethical selection of contractor
2.	Secure easements, utility relocation completed, and permits acquired	PM works with design consultant and Jurisdiction to obtain all easements, confirmation of utility relocations, and all needed permits	Facilitating and expediting construction of proposed improvements
3.	Partnering meeting a. PM, contractor, finance, utilities, survey team, inspectors b. Escalation ladder c. Process for contractor invoicing	Contractor and PM work with communications on securing meeting venue and agenda	Team building and identifying and facilitating communication and expectations for team members and potential concerns
4.	Pre-construction meeting a. Open to the public	PM and consultant work with communications to schedule and advertise meeting Consultant generally sets agenda working with PM	Provides information to the public on lane closures, project start, flow of work, potential impacts
5.	Public notification that construction will be starting	PM coordinates with contractor for advanced notification message boards prior to construction	Ensure public is aware of project start and potential traffic delays

Revised: 1/30/2025

— SW

Page 1 of 2

- Standard work defines who does what, the required inputs and outputs, and key decision points and criteria.
- This reduces guesswork, variation, and rework across projects and steps.



Introduction:

All project reports will contain tailored reports of the key findings and features in the vicinity of the project. The report and layers selected for the map will be customized to assist in deeper investigation of the existing conditions and potential risks. Information included on the map will be in two formats. One will be an ESRI based “Instant App” web map with applicable layers. Instant Apps are optimal for quick and easy references as well as optimizing data storage. Instant Apps are great for field investigation and use in meetings where time, Wi-Fi, and user skills might be limited. The second format is the more robust advanced delivery tool which is build on the ESRI based “Experience Builder” platform. Experience Builder allows for a more robust analysis and includes 3D capabilities.

The following information is a sample report of the data the PAG/RTA team put together for RTA Project 6, Thornydale Road – Cortaro Road to Tangerine. This was created as proof of concept and as a demonstration project. The intent is to build a similar web-based map and report for all RTA projects prior to design. This will assist in bringing projects closer to a “funding ready” by investigating existing conditions that could impact project cost, scope and schedule. These projects will remain active throughout the construction of the project and can include the final “as built” cross sections, photos, 3D views and other information beneficial for documenting the project once completed.

RTA Next Project #6: Thornydale Road – Cortaro Road to Tangerine Road (for demonstration purposes only).

Project Scope

- Widen to 4-lane roadway including bicycle, pedestrian and associated drainage improvements
- Assumes a 100-foot cross section from the cost estimate provided by HDR
- RTA Project Budget: \$97,870,000
- Construction Start Period: 1st period

Instant App includes the following layers:

- Project location and extent
- Sanitary sewer structures
- Sanitary sewer service areas
- Storm drain points
- Storm drain manholes
- Storm drain lines
- Water service provider service areas

- Electrical company service areas
- Street lights
- Trees/Shrubs
- Sidewalks
- Parcels

Experience Builder: 3D web map with cross section overlay and applicable data points for utility poles and other notable features:

Experience Builder map includes the following layers:

- Survey Points (Survey 1, 2, 3 app used for in-house collection)
 - Utilities Poles
 - Structures of interest
 - Field observations / photos
- Parcels
 - Pima County Assessor data links
 - Ownership
 - Address
 - Zillow link
 - Google Maps link
- 3D Layers
 - Roadway footprint
 - Roadway cross section
 - Survey points
 - Utility poles

Link to Pima Maps Survey with additional acquisition layers: <https://pimamaps.pima.gov/geoapps/survey>

Utility Considerations

For the Thornydale project, the following utility considerations were observed.

- Refer to the 3D web map for the location and size of existing utility poles.
- Refer to Instant App web map for information related to manholes, storm drains, streetlights, and the sanitary sewer network.
- Bulk water service and fire hydrant located within the ROW here:
<https://maps.app.goo.gl/j2JWBV9StRbLTriK6>
- There will likely be water line considerations. An additional fire hydrant located at the southwest corner of Thornydale and Oasis Dr. within the ROW. There may be water line considerations and the location is identified on the 3D web map.

Environmental Considerations

- The property is within the Multi-Species Conservation Plan (MSCP) conservation area and will be subject to mitigation.
- In 2018, a Thornydale CIP project (CTR.4TTCLV) was subject to MSCP mitigation. This appears to include land within Parcel 225330330 owned by the Tucson Bird Alliance. Pima County Conservation Lands and Resources Department can confirm if additional mitigation will be needed or if there are special conditions.
- Significant vegetation such as mature saguaros and ironwoods exist within the limits of the future roadway. See notes from site visit.
- Under the Conservation Lands System (CLS), the project falls under the Multiple Use Management Area, the Important Riparian Area, and is fully within the Special Species Management Area. Coordination with Pima County Conservation Lands and Resources Department needed to determine if there are special considerations needed for project design or implementation.

Additional Permission Related Considerations

- A document from June 15, 1962 indicates that the section of roadway abutting State Land (parcel 22412004C) was granted to Pima County as a ROW permit No. 09-3080-00. This was documented again on 9/17/2024 to add Oro Valley as a Grantee following the annexation east of Shannon Rd. in 2002. It needs to be determined if the road expansion is allowable under the current ROW agreement or if additional permissions are needed. The supporting documentation can be found here:
https://onbase.pima.gov/publicaccess/TR_NextGen_Single/etc/cq/results.html?cqid=121&OBKey_225_1=009%2D003080
- Annexation Document:
https://onbase.pima.gov/publicaccess/TR_NextGen_Single/etc/cq/results.html?cqid=107&OBKey_133_1=OV&OBKey_135_1=%28O%2998%2D40

Zoning Considerations

- Coordination with Pima County Development Services is needed to determine if ROW acquisition will conflict with minimum lot size and setback requirements and lead to nonconformity issues
- Pima County SR zoning has a minimum lot size of 144,000 SF and a 50-foot front building setback
- Pima County CR-1 zoning has a minimum lot size of 36,000 SF and a 30-foot front building setback
- Parcel 22444052A on the southeast corner of Lambert Ln. and Thornydale Rd. was rezoned in 2025 from SR to CR-1 using a cluster development option. The land along Thornydale Rd. is designated as open space per the site plan below. The 3D web map overlay indicates that ROW

-



Exhibit 1 Preliminary Development Plan



Additional Notes from Site Visits

- Bus stops for Sun Shuttle Route 412 will need to be relocated between Cortaro Farms Rd. and Linda Vista Blvd. Coordination with RTA transit is needed for any disruptions in service.
- Bulk water service and fire hydrant located within the ROW here:
<https://maps.app.goo.gl/j2JWBV9StRbLTriK6>. These will have to be relocated and water lines will likely be impacted by construction. Image from Google street view is below.



- Two rock columns are located north of Oasis Dr. (<https://maps.app.goo.gl/DQjeaN6kGL5ShMWx6>) and are within existing ROW (see image below from Google street view). If these have historic significance, relocation may be required. Location is also notated in the 3D web map.



- There are instances of private property owners encroaching into the ROW with fences, landscaping etc. 10420 N Thornydale Rd. is an example of this with an equine enclosure. This ROW was dedicated to Pima County in 2003 https://onbase.pima.gov/publicaccess/TR_NextGen_Single/etc/cq/results.html?cqid=119&OBKey_209_1=12136&OBKey_210_1=00218 so the encroachment was in place legally before that portion of the property was dedicated.
- The North Ranch HOA off W Cactus Canyon Ps has landscaping in the ROW but Pima County has road rights.

- Significant vegetation including mature saguaros and trees adjacent to undeveloped areas, particularly the Tucson Bird Alliance Mason Center, adjacent to state land, and on the east side of Thornydale north of Pecos Way. Coordination is needed with Pima County biologists and the native plant nursery for proper treatment and transplant protocol.
- The ROW at Mountain View High School is used for parking. Coordination with the school district will be needed prior to construction for alternative parking. See image below:

