



Transportation Technical Advisory Committee

November 20, 2025 (TTAC) Meeting Agenda

DATE:	November 20, 2025
TIME:	1:00 P.M.
LOCATION:	https://us02web.zoom.us/j/85113920870?pwd=n6OXWl5cvaPvA3sTRzfBJ5D0xZfJvZ.1
ID NO:	851 1392 0870
PASSWORD:	894148
CALL-IN #:	1-346-2487799 (If no mic on device)

I. Call to Order – Chair Ashbaugh

II. Pledge of Allegiance

III. Roll Call & Introductions

IV. Title VI Notice

V. Approval of Minutes

A. September 18, 2025

P – F – T

B. October 23, 2025

P – F – T

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

VII. Standing Reports

A. Member Jurisdictions	All	Info.
B. Multi-Modal Planning Division, ADOT	MPD Staff	Info.
C. Local Public Agency, ADOT	LPA Staff	Info.
D. District Engineers, ADOT	District Engineers	Info.
E. CAG Transportation Planning Update	Steve Abraham	Info.
1. Pinal County Mobility Gap Analysis		
2. Gila County Intergovernmental Transit Authority		
3. General Updates		

VIII. Old Business:

A. FY 2026 – 2030 CAG Transportation Improvement Program:

Adoption Schedule, Regional Priority Identification, Scenario Options

(Continued from the October 23, 2025 CAG TTAC Meeting)

P – F – T

IX. Round Table:

A. Natan Elsberg, CEO, RDV Systems

All

Info.

X. Future Agenda Items

All

Discussion

*Agenda Item Order is listed for administrative convenience only items may be discussed and acted on in a different order as determined by the Chair of the TTAC

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

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



Transportation Technical Advisory Committee

November 20, 2025 (TTAC) Meeting Agenda

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XI. Scheduling of Next Meetings

– December 18, 2025 *virtual Zoom webinar*

XII. Adjournment

A handwritten signature in blue ink that reads 'Andrea Robles'.

Approved by
(Andrea Robles, CAG Executive Director)



Transportation Technical Advisory Committee

September 18, 2025 Meeting Minutes

DATE: September 18, 2025
TIME: 1:00 P.M.
LOCATION: via ZOOM Webinar

MEMBERS PRESENT:

Travis Ashbaugh - *Chairman*
(City of Globe)

Amanda Kenney
(Kearny)

Alex Kendrick
(Gila County)

Will Randolph
(ADOT - MPD)

Lana Clark
(Superior)

Bill Clemans
(Payson)

Tina Ridings
(Star Valley)

Gloria Ruiz
(Winkelman)

MEMBERS ABSENT:

VACANT
(Hayden)

Nina Arrendondo
(Pinal County)

Sandra Shade
(Ak-Chin Indian Community)

LaReesa Sanchez
(White Mountain Apache Tribe)

VACANT
(Mammoth)

Barney Bigman
(San Carlos Apache Tribe)

Alexis Rivera
(Town of Miami)

GUESTS PRESENT:

Graham Stone, publicinput.com & Rick Powers

CAG Staff:

Steve Abraham
(Transportation Planning Director)

Andrea Robles
(Executive Director)

I. Call to Order

Chair Ashbaugh called the meeting to order at 1:00 PM.

II. Pledge of Allegiance

Transportation Director Abraham led the Committee in the Pledge of Allegiance.

III. Roll Call

Roll call was taken. Eight (8) voting members were present, constituting a quorum as established by the CAG TTAC Bylaws.

IV. Introductions & Title VI Notice

Introductions were made. Mr. Abraham read a statement of where and how to file a complaint regarding Title VI violations and requested the TTAC members complete the Self-Identification Survey provided.

V. Approval of Minutes

A. (July 24, 2025)

Chair Ashbaugh asked if there were any changes by the TTAC. Hearing none, Chairman Ashbaugh called for a motion

Member Ruiz motioned to approve the minutes as presented, Member Kendrick seconded, motion passed unanimously.

VI. Call to the Public

No one answered the Call to the Public.

VII. Standing Reports

A. Member Jurisdictions:

City of Globe

Charman Ashbaugh reported on five (5) items:

1. **(GLB 24-01D)** "Globe Broad Street Sidewalk Replacement" - Design
 - a. Design has been completed and the next step is to obtain ROW clearance.
 - b. Recently awarded construction funding through the "*Transportation Alternatives Program*" Call-for-Projects.
2. **(GLB 22-01C & GLB 24-04C)** "Pinal Creek Bridge – Cottonwood St (Structure # 9711)"
 - a. Construction is complete and the bridge is open as of Mid-September 2024.
 - b. City pursuing to replace the railroad crossing on Cottonwood Street as part of the project and still negotiating the agreement with the railroad.
3. **(GLB 23-01C)** "Globe/Gila County Sidewalk Improvements"
 - a. Utility conflicts have now been resolved (water and gas lines).
 - b. Anticipation to go to bid October 2025.
4. "Upper Pinal Creek Bridge (AKA "Connies" Bridge) – Listed in connection with **(GLB 22-02C & GLB 24-03C)** "Hill Street Improvements"
 - a. Completed and can now be taken off TIP.
5. **(GLB 25-01P)** "Broad Street (SS4A Grant)"
 - a. First phase of public outreach with a day long walkthrough/workshop on September 23, 2025. "Living Streets Alliance" is the consultant leading the outreach.
 - b. Demonstration project "construction" anticipated to start early Fall of 2026.

Gila County

Member Kendrick reported on two (2) items:

1. Recently awarded two OSB Program Grants to repair bridges and will begin the initiation process in the coming days:
 - a. Pinal Creek At Abiquiu (**GIL 26-01D**)
 - b. Pinal Creek at Hicks (**GIL 26-02D**)

Town Of Winkleman

Member Ruiz commented on one (1) item:

1. Quarelli/Golf Course Rd. Improvements
 - a. We are wrapping up construction and will have a ribbon cutting on Thursday October 16th.

B. Multi-Modal Planning Division, ADOT

Mr. William Randolph had the following updates for the TTAC:

1. **ADOT FY27-31 Tentative Five-Year Construction Program:** We are in the review period for the FY 27-31 P2P cycle and are finishing receiving project scores and are conducting the P2P workshops with the districts in September.
2. **ADOT 2055 Long Range Transportation Plan (LRTP):** The new ADOT LRTP 2050 has kicked off with the consultant AECOM under Jennifer Hobert. ADOT will be conducting a listening tour and meeting one on one with Arizona COGs/MPOs/Tribes, to discuss transportation priorities & challenges.
3. **Transportation Alternatives:** The ADOT Transportation Alternatives (TA) projects FY26 were scored and award letters were sent to the MPOs. The CAG region received 3 TA Awards for the Tonto National Forest, Town of Globe and Town of Superior. Please visit the TA Program website for detailed information <https://azdot.gov/TA>.
4. **HSIP:** The NTP for scoping of local HSIP applications for Design and Construction projects for FY27-29 were issued.
 - a. Once the local matches are submitted, the local agencies will be contacted by our scoping consultants and will be holding virtual and onsite visits of the project work limits as they review SOW, cost estimates and schedule.
 - b. Also noted that scoping should be a team effort between the consultant, ADOT, and local agency to ensure the most accurate final HSIP application is submitted.
5. **Status of ADOT studies:**
 - a. 287/87 SR Corridor Profile Study: The final TAC meeting occurred Tuesday August 12 to discuss and comment on the final report. The final report was a final compilation of the previous deliverables.
 - b. Phoenix-Tucson Intercity Passenger Rail Study: The FRA Step 1 initiation package—comprising a scope of work, schedule, and budget to conduct a Service Developed Plan cleared the Federal Railroad Administration (FRA) review and approvals in June 2025, a tentative start date in fall 2025 is anticipated for the service development plan.
 - c. N/S Corridor Segment Tier 2 Study: Recent in person meetings were held and a recent virtual session occurred August 14th. Please visit the project website for any other needed information. <https://azdot.gov/north-south-corridor-study-proposed-new-transportation-route-pinal-county>.
 - d. The State Freight Plan update is underway, current transportation alternative studies are still being conducted by individual ADOT planning managers, the COG/MPO manual update has kicked off with the MPOs and the next TAC meeting will occur Oct 10th at the Statewide COG/MPOs meeting.

C. Local Public Agency, ADOT

No update was presented

- D. District Engineers, ADOT**
No update was presented

E. CAG Transportation Planning Update

Transportation Director Abraham provided the following updates for the TTAC:

1. CAG staff is wrapping up the RTAC proposal list in preparation of the upcoming RTAC board meeting and Arizona Transportation Policy Summit which will be in Sierra Vista on October 15. through the 17th
2. CAG Staff is wrapping up the Pinal County Mobility Gap Analysis , we had a chance to visit and present the final version to the Pinal County Board of Supervisors and SCMPO's Executive Board last week.

VIII. New Business

A. 2025-2029 CAG Transportation Improvement Program Amendments: Administrative Amendments and Longhorn & McLane Roundabout Funds Disposition.

Director Abraham began his presentation by outlining the proposed amendments to the TIP. They are as follows:

Administrative Amendments:

Amend:

1. **SUP 25-02C** Town of Superior Panther Drive Sidewalk Connection (FY26) TA Program Grant **\$1,883,508.00 (TA – STBG Federal)** with a local match of **\$113,849.00** for a grand total of **\$1,997,357.00**
2. **SCA 25-01D** SAN CARLOS DESIGN WHITE MTN AVE (BIA 10); BIA 170 - 5,000' NORTH (from SC21-01D) (PENDING AWARD) HSIP - FY25 **\$375,000.00** with no local match
3. **SCA 27-01C** SAN CARLOS CONSTRUCTION WHITE MTN AVE (BIA 10); BIA 170 - 5,000' NORTH (from SCA22-01C)(PENDING AWARD) HSIP - FY27 \$1,700,000.00 with no local match

Add:

4. **MIA 26-01D** Town of Miami (PLANNING/DESIGN) Town of Miami Roadway Improvement Grant (Pending Award) (FY 26) Multiple Roadway Sections with a total length of 0.69 miles **\$358,225.00 (SMART Grant) (illustrative, non-fiscally constrained)**

Remove:

5. **GIL 23-02D** GILA COUNTY "DESIGN" HOUSTON MESA ROAD - (PAVED SHOULDERS W/ EL & CL RUMBLE STRIPS) HSIP - FY23 \$178,227.00 with a local match of \$10,773.00 for a grand total of \$189,000.00
6. **GIL 24-01C** GILA COUNTY "CONSTRUCTION" HOUSTON MESA ROAD - (PAVED SHOULDERS W/ EL & CL RUMBLE STRIPS) HSIP = FY24 \$3,990,651.00 \$241,216.00 \$4,231,867.00

Formal Amendments:

Add/Remove: Longhorn & McLane Roundabout Funds Disposition:

7. Remove PAY 23-01R Intersection: Longhorn and McLane Roundabout ROW acquisition: **\$42,435.00**
8. Remove “Loan in” ADOT to CAG from FY 27 **\$30,593.13**
9. Add “Loan out” **\$22,677.87** to FY28 to supplement **PAY 29-01C “Forest Drive Construction”**
10. Add **CAG 26-03P** CAG/ADOT Work Program Supplement **\$14,000.00** with a local match of **\$846.24**

Director Abraham went into more detail on formal amendments numbers 7 through 10. This group of amendments is the result on the de-funding of the construction phase of the Longhorn and McLane Roundabout at the Arizona Legislative level. It is his understanding that the funds from that project would go towards another project in the Town of Payson, to create another *Continuous Right Turn Lane* on State Route 87 and 260. He added that since the construction phase was defunded no work has been done for the ROW and at this point the project will not be re-started in the foreseeable future. Therefore, the loan to cover the bulk of the acquisition costs can be removed and a large portion of the remaining dollars will be transferred to the Forest Drive Construction project slated for FY 28, to cover anticipated cost increases due to inflation. Further, CAG staff is requesting a \$14,000 Work Program Supplement to supplement administrative activities for FY 26. The Work Program Supplement will require a Work Program Amendment to be approved by CAG Regional Council and ultimately ADOT.

Member Clemans added that the town was informed by ADOT that the Town would have to pay the remaining costs for the design of the project (which also hasn’t been completed). He noted that half the Town was for the project and half the Town was against it, so the Council opted to not devote anymore funding for the design.

After the presentation Chairman Ashbaugh asked if there were any follow up questions. Hearing none he called for a motion. Member Clemans motioned to approve TIP Amendments 7 through 10 as presented. Member Kendrick Seconded. Motion passed unanimously

B. FY 2026 – 2030 CAG Transportation Improvement Program: Adoption Schedule, Regional Priority Identification, Scenario Options

Director Abraham used Power Point as part of the presentation. He detailed the purpose of today’s meeting to kick-off the 5-year TIP planning process, adoption timelines, budgetary constraints, planning scenarios and asked for direction on the planning scenarios.

He detailed that an optimal adoption schedule would take approximately 5 months and end with Regional Council adoption in late January of 2026, but that timeline could be extended if necessary and is largely dependent on the planning scenarios the TTAC would like to engage in.

He further added that the current plan is to utilize one year of appropriations, an estimated \$523,970.00, and “move” that money to FY 27 to help in getting projects started sooner. Additionally, he pointed out that over the next three years CAG has only three projects that are currently funded and that all of FY 27

appropriations are allocated to pay back “loans” to other fiscal years to cover previously identified projects.

Director Abraham then described the possible planning scenarios:

- Scenario One would be let CAG staff use the entire allocation to address three potential projects; the Gila County Transportation Plan (\$400,000), a pavement assessment plan for the Town of Kearny (\$70,000), and a pre-programmed Work Program Supplement (\$20,000), with the remaining being left in reserve to cover any overages for any project on the TIP (that is eligible).
- Scenario Two would involve an informal call for projects to see if they can all fit under the cap, or there is some reasonable method to allocate them appropriately under the cap, if not then applications and formal ranking would be conducted.
- Scenario Three would involve simply sending out applications, ranking them, and recommending which projects get funded under the current cap.
- Scenario Four would be some yet unknown adoption method that would be up to the TTAC to decide and/or make all projects “illustrative” if none of the scenarios could be agreed upon or if a TTAC member jurisdiction had an alternative methodology.

As part of this scenario descriptions, He commented that no matter what scenario the TTAC decides, He would not recommend making all projects “illustrative” and funding them as funding becomes available for future years. Additionally, He advised to not go beyond the estimated \$523,970.00 appropriation and defund or remove the identified surpluses.

Lastly, he asked the TTAC for direction on two main points, one what scenario we should use moving forward and, how long would it take to prepare an informal description and amount for TTAC discussion.

Chairman Ashbaugh asked if there were any questions, hearing none he commented that in the past we usually (option C) utilize the application process but he feels that a general call for projects would be the most beneficial to see what everyone has because we (TTAC Members) wait until the call for projects to really start thinking about what projects we have. He commented that he would like to see the application process still go through because the applicants still need prove the projects meet the criteria established for TIP inclusion.

Mr. Abraham proposed sending a separate email after this meeting to all TTAC members to see if there are any projects the TTAC members are considering. The request would be very informal, just about the nature of the project and the approximate cost, to gauge member participation and to understand the associated dollar amounts.

Chairman Ashbaugh commented that he felt that was a good plan to give folks a week to think about it and get back to you then you can figure out if the formal application is needed.

There was a general discussion about the proposed Gila County Transportation Plan.

Chairman Ashbaugh asked the TTAC if there were any objections to that plan (proposed by Director Abraham). Hearing none he called for a motion to continue this item to the next TTAC meeting on October 23rd 2025 at 1 p.m.

Member Clark motioned to continue the item to the next TTAC meeting on October 23rd, 2025 at 1 p.m., Member Kendrick seconded the motion, motion passed unanimously.

C. Election of Vice Chair

Director Abraham informed the TTAC that this item is to fill the vacancy left by Member Harman.

Chairman Ashbaugh called for nominations. Member Clark nominated Member Kendrick. Member Kendrick declined the nomination.

Chairman Ashbaugh called for nominations. Member Clark nominated Member Ridings, Member Ridings declined the nomination.

Chairman Ashbaugh called for nominations. Member Clark nominated Member Kenney, Member Kenny accepted the nomination. Chairman Ashbaugh closed the nominations. Chairman Ashbaugh called for a motion to accept the nomination of Amanda Kenney as Vice-Chairwoman of the CAG TTAC.

Member Ridings motioned to accept the nomination of Member Amanda Kenney (Town of Kearny) as Vice Chair of the CAG TTAC. Member Clark seconded. Motion passed unanimously.

IX. Round Table:

A. Presentation by Graham Stone from public input.com

X. **Future Agenda Items:** The TTAC had no additional items.

XI. **Scheduling of Next Meetings:** 10/23/25 at 1 p.m., via zoom webinar.

XII. **Adjournment:** The meeting adjourned at 2:31 P.M.



Transportation Technical Advisory Committee

October 23, 2025 Meeting Minutes

DATE: October 23, 2025
TIME: 1:00 P.M.
LOCATION: via ZOOM Webinar

MEMBERS PRESENT:

Travis Ashbaugh - *Chairman*
(City of Globe)

Amanda Kenney – *Vice Chair*
(Kearny)

Thomas Goodman
(Gila County)

Ruth Garcia
(ADOT - MPD)

Nick Cruz
(Superior)

Cliff O’Neill
(Payson)

Tina Ridings
(Star Valley)

Dedrick Denton
(Pinal County)

Barney Bigman
(San Carlos Apache Tribe)

MEMBERS ABSENT:

VACANT
(Hayden)

Gloria Ruiz
(Winkelman)

Sandra Shade
(Ak-Chin Indian Community)

LaReesa Sanchez
(White Mountain Apache Tribe)

VACANT
(Mammoth)

Alexis Rivera
(Town of Miami)

GUESTS PRESENT:

Mark Guerena, ADOT, Dale Miller

CAG Staff:

Steve Abraham
(Transportation Planning Director)

Andrea Robles
Executive Director

I. Call to Order

Chair Ashbaugh called the meeting to order at 1:00 PM.

II. Pledge of Allegiance

Transportation Director Abraham led the Committee in the Pledge of Allegiance.

III. Roll Call

Roll call was taken. Nine (9) voting members were present, constituting a quorum as established by the CAG TTAC Bylaws.

IV. Introductions & Title VI Notice

Introductions were made. Mr. Abraham read a statement of where and how to file a complaint regarding Title VI violations and requested the TTAC members complete the Self-Identification Survey provided.

V. Call to the Public

No one answered the Call to the Public.

Chairman Ashbaugh optioned discuss to Agenda Item VII: “Old Business” ahead of Agenda Item VI: “Standing Reports”

VIII. Old Business:

- a. *FY 2026 – 2030 CAG Transportation Improvement Program: Adoption Schedule, Regional Priority Identification, Scenario Options* (**Continued from the September 19, 2025 CAG TTAC Meeting**)

Director Abraham started his presentation by telling the TTAC that because of the disaster relief efforts in Globe, the Arizona Transportation Policy Summit, and staff changes at a member agency, very little work was done on this item. The projects and planning scenarios are still relatively unformed at this point and really need to be refined and discussed next month in November. He went on to say that due to the flooding disaster in Globe and Miami, jurisdictions haven’t had sufficient time to even investigate potential projects to submit for TTAC consideration. Mr. Abraham commented that these jurisdictions need a little bit more time to see if there were any projects they would like to submit because their attention was directed flood recovery for two straight weeks. He went on to ask if the item could be continued to the next meeting in November.

Chairman Ashbaugh called for a motion to continue this item to November 20, 2025.

Member Denton (Pinal County) motioned to continue this item to the November 20, 2025 TTAC meeting at 1 p.m. Member O’Neill Seconded the motion, motion passed unanimously.

Chairman Ashbaugh returned to the posted agenda order to discuss Agenda Item VI: “Standing Reports”

VI. Standing Reports

- a. Member Jurisdictions:

City of Globe

Charman Ashbaugh reported on four (4) items:

1. **(GLB 24-01D)** “Globe Broad Street Sidewalk Replacement” - Design
 - a. Revisiting Design change and expecting to have updated potential schedule and cost changes.
 - b. Recently awarded construction funding through the “Transportation Alternatives Program” Call-for-Projects.
2. **(GLB 22-01C & GLB 24-04C)** “Pinal Creek Bridge – Cottonwood St (Structure # 9711)
 - a. Construction is complete and the bridge is open as of Mid-September 2024.
 - b. City pursuing to replace the railroad crossing on Cottonwood Street as part of the project and still negotiating the agreement with the railroad.

3. (GLB 23-01C) “Globe/Gila County Sidewalk Improvements”

- a. Utility conflicts have now been resolved (water and gas lines).
- b. Anticipation to go to bid October 2025.

4. (GLB 25-01P) “Broad Street (SS4A Grant)”

- a. First phase of public outreach with a day long walkthrough/workshop on September 23, 2025. “Living Streets Alliance” is the consultant leading the outreach. The next set of outreach activities has been pushed out to March 2026 due to the recent floods.
- b. Demonstration project “construction” anticipated to start early Fall of 2026.

Town of Payson

Member O’Neill reported on two (2) items:

1. (PAY 26-02D) “The Payson Wildfire Evacuation Route”

- a. Project initiation has been submitted to ADOT LPA

2. (PAY 24-01D) Houston Mesa Roadway improvements (sidewalk and bicycle lanes)

- a. A kickoff meeting was recently conducted to begin design activities.

b. Multi-Modal Planning Division, ADOT

Ms. Garcia had the following updates for the TTAC:

- 1. Transportation Alternatives:** The ADOT Transportation Alternatives (TA) projects FY26 were scored and award letters were sent to the MPOs. The CAG region received 3 TA Awards for the Tonto National Forest, Town of Globe and Town of Superior. Please visit the TA Program website for detailed information <https://azdot.gov/TA>.

2. Status of ADOT studies:

- a. 287/87 SR Corridor Profile Study: The final TAC meeting occurred Tuesday August 12 to discuss and comment on the final report. The final report was a final compilation of the previous deliverables.
- b. Phoenix-Tucson Intercity Passenger Rail Study: The FRA Step 1 initiation package—comprising a scope of work, schedule, and budget to conduct a Service Developed Plan cleared the Federal Railroad Administration (FRA) review and approvals in June 2025, a tentative start date in fall 2025 is anticipated for the service development plan. The NOFO hasn’t been issued yet and the next quarterly meeting will discuss the details further.
- c. The State Freight Plan update is underway, current transportation alternative studies are still being conducted by individual ADOT planning managers.

c. Local Public Agency, ADOT

No update was presented

d. District Engineers, ADOT

Mark Guarena was present to update the TTAC on district projects specifically projects on the U.S. 60 in the CAG area.

The first project was drainage improvements along U.S. 60 to repair flood damage from the “Telegraph Fire” several years ago. Due to more heavy rain events most of the completed work was significantly damaged. Work started again earlier in the week and have been aggressively working on

repair and cleanup from recent flood events. He anticipates approximately 3 to 4 weeks to complete repairs and clean-up.

Executive Director Robles asked if there was a better way to communicate road closures and general ADOT activities in the area, to try and stem any misinformation that may propagate on social media.

Mark responded that he would forward concerns to the Communications Team at ADOT.

The second project Mark went over was the work on the “Queen Creek Bridge” east of Superior. One of the major challenges with the project was due to subsurface issues which are being resolved. He is happy to report that blasting activities have concluded. Work on the abutments and (bridge) piers is on-going. He encourages signing up for the e-alerts for road closures and anticipates the construction activities will continue well into 2027.

e. CAG Transportation Planning Update

Transportation Director Abraham provided the following updates for the TTAC:

1. 2025-2029 CAG Transportation Improvement Program Amendments:

Amend:

- 1) PAY 23-01D “Design” (Town of Payson, Payson Wildfire Evacuation Route (Congressional Appropriation) - (FY26) located 1,250 Ft. South of Main Street routed to SR 87 for \$300,000.00 (Cong. Appr.) with a local match/Contribution of \$15,000.00, for a grand total of \$315,000.00.**
 - i. The Town was awarded an appropriation several years ago to design and construct an alternative route through the Tonto National Forest. This amendment amends a TIP project by changing the award fiscal year and the local match.

Add:

- 2) TNF 25-01D “Design” (Tonto National Forest, Payson and Tonto Basin Rngr. Dis. TA Program Grant, Trailhead South of Pine on SR87, in Tonto National Forest -(FY26) located approximately 2300 feet south of the Pine community on SR 87 (Transportation Alternatives Program) for \$205,765.00 (TA – STBG (Federal)) with a local match of \$12,438.00, for a grand total of \$218,203.00.**
 - i. The NPS was recently awarded a TA Program grant. This amendment adds the award fiscal year, adds the amount of the federal share, the local match and the total project cost per the award. CAG has also amended the project ID number.
- 3) GLB 25-01C “Construction” (City of Globe TA Program Grant, Broad Street Sidewalk (multiple sections) - (FY26) located at two locations along Broad Street in Globe adjacent Hill, Ash and Cottonwood Streets, (Transportation Alternatives Program) for \$1,038,243.00 (TA – STBG (Federal)) with a local match of \$62,757.00, for a grand total of \$1,101,000.00.**
 - i. The City was recently awarded a TA Program grant on August 22nd. This amendment adds the award fiscal year, adds the amount of the federal share, the local match and the total project cost per the award. CAG has also amended the project ID number.

Remove:

- 4) **GLB 24-03C "CONSTRUCTION" HILL ST IMPROVEMENTS** - (Additional Funds for Bridge) US 60 "CONNIE'S BRIDGE" FY24 STATE \$643,200.00.
- 5) **GLB 22-02C "CONSTRUCTION" HILL ST IMPROVEMENTS** - (FY 22) US 60 "CONNIE'S BRIDGE" FY 22 STATE \$1,169,400.00.

2. CAG Transportation Planning General Updates:

- 1) Staff attended the Arizona Transportation Policy Summit last week, all attendees received copies of the final RTAC booklet. Several Legislators and State Transportation Board members were in attendance. He added that moving forward CAG will be coordinating a Legislative Day and other outreach methods to communicate the needs of the region as the legislative session progresses through the early part of next year. He thanked the Mayor of Superior and The Mayor of Globe for their contributions to the conference.
- 2) Director Abraham reminded the TTAC members to initiate any FY 2026 projects.
- 3) CAG Staff attend an ASU and Pinal Partnership sponsored "Decision Theater" to aid in high level transportation planning within Pinal County.

There was a general discussion about the incorporation of San Tan Valley.

VII. Round Table:

- a. Member O'Neill stated that the Town of Payson staff is actively identifying projects and looking forward to completing those projects.
- b. Member Bigman added that there are two active projects in the San Carlos (Apache) Community regarding pedestrian improvements and it appears the construction and bid process is proceeding according to plans. Member Bigman also brought the TTAC up to speed on damage from the flooding events earlier in the month.

IX. Future Agenda Items: The TTAC had no additional items.

X. Scheduling of Next Meetings: 11/20/25 at 1 p.m., via zoom webinar.

XI. Adjournment: The meeting adjourned at 1:55 P.M.

CENTRAL ARIZONA GOVERNMENTS

Pinal County Coordinated Mobility Gap Analysis





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Abbreviations

ACS	American Community Survey
ADA	Americans with Disabilities Act
ADOT	Arizona Department of Transportation
AHCCCS	Arizona Health Care Cost Containment System
ATTAIN	Advanced Transportation Technology and Innovation
CACDD	Central Arizona Council on Developmental Disabilities
CAG	Central Arizona Governments
CART	Central Arizona Regional Transit
CG	Casa Grande
COG	Council of Governments
FTA	Federal Transit Administration
GRIC	Gila River Indian Community
HOPE	Helping Ourselves Pursue Enrichment
ICAM	Innovative Coordinated Access and Mobility

LEP	Limited English Proficiency
MAG	Maricopa Association of Governments
MET	Maricopa Express Transit
MPO	Metropolitan Planning Organization
NAU	Northern Arizona University
NTD	National Transit Database
PHC	Pinal Hispanic Council
PMT	Project Management Team
SaaS	Software as a Service
SCMPO	Sun Corridor Metropolitan Planning Organization
TNC	Transportation Network Company
TWG	Technical Working Group
QCO	Qualifying Charitable Organization

1. STUDY OVERVIEW

Central Arizona Governments (CAG) is leading the Coordinated Mobility Gap Analysis study in coordination with Pinal County, the Sun Corridor Metropolitan Planning Organization (SCMPO), and the Maricopa Association of Governments (MAG). CAG is one of Arizona's six regional planning districts and provides regional planning services to Gila and Pinal counties.

1.1 Purpose and Need

The Federal Transit Administration (FTA) administers a program aimed at removing barriers to transportation services and expanding mobility options for seniors and people with disabilities. This program is authorized under the U.S. Code Section 5310 and is commonly referred to by its section number. The 5310 program provides formula funding to states and designated recipients for this purpose. Funds are apportioned according to the state's share of senior and disabled populations.

The purpose of the Coordinated Mobility Gap Analysis study is to understand the transportation needs of seniors and people with disabilities in Pinal County by reassessing the current 5310 program and other mobility providers, identifying the gaps between current services and needs, and prioritizing strategies to address those identified gaps at a sub-regional level using a data-driven approach. The study will look at not only gaps in need but also the existing financial gap in meeting those transportation needs.

The results of the study will:

The results of the study will also support the Human Services Transportation Coordination Plan updates for CAG, SCMPO, and MAG.

As the average age of Pinal County residents increases and the share of residents with disabilities grows, providing mobility services will become increasingly important. The county's population continues to grow across dispersed residential, employment, and service centers and fixed-route transit service is limited. Pinal County residents need dedicated transportation alternatives for trips to medical appointments, grocery stores, prescription pickups, and shopping.

1.2 Study Area

The study area encompasses all of Pinal County (*Figure 1*). The primary population centers within the county include the incorporated communities of Maricopa, Casa Grande, Apache Junction, and Florence, as well as unincorporated San Tan Valley. Other incorporated communities include Coolidge, Eloy, Kearny, Mammoth, and Superior.

Smaller, unincorporated communities such as Arizona City, Dudleyville, Gold Canyon, Oracle, Queen Valley, and San Manuel are also located within Pinal County. The study area also includes native nations such as the Ak-Chin Indian Community and the Gila River Indian Community (GRIC).

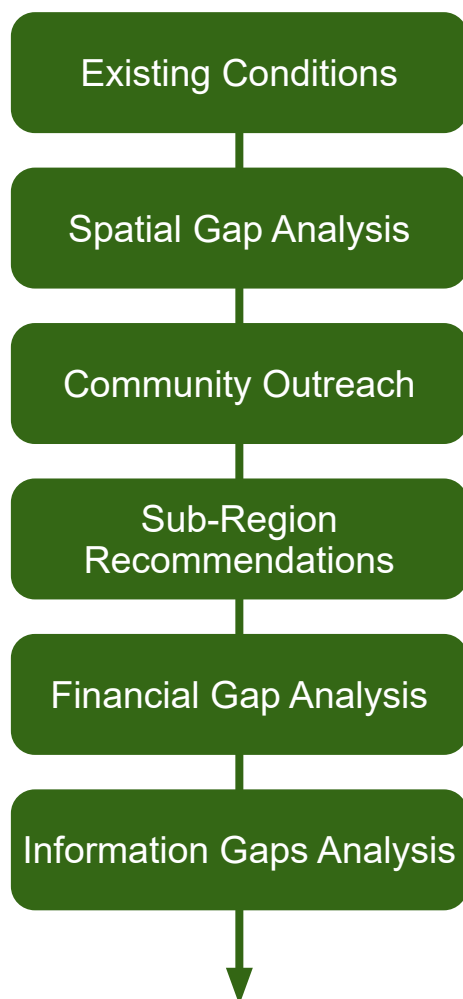


1.3 Process

This study was developed with the guidance of a Project Management Team (PMT) that includes CAG, SCMPO, Pinal County, and MAG. In addition to the PMT, a Technical Working Group (TWG) was established to provide input based on technical experience with Coordinated Mobility services and local knowledge. The TWG includes representatives from local cities and towns, regional planning agencies, and current 5310 providers. This study also incorporates community outreach in the form of stakeholder engagement and public surveys to inform this analysis. An overview of the study process is shown in

Figure 2.

Figure 2: Study Process



2. EXISTING CONDITIONS

According to CAG's latest population estimates, the population of Pinal County was 483,944 in 2024. While predominately rural, portions of Pinal County are booming with new growth and have become part of the Phoenix-Mesa-Scottsdale Metropolitan Statistical Area. Additionally, the county includes parts of surrounding Native nations, including the Tohono O'odham Nation, GRIC, the San Carlos Apache Indian Reservation, and the Ak-Chin Indian Community.

2.1 Socioeconomic Conditions

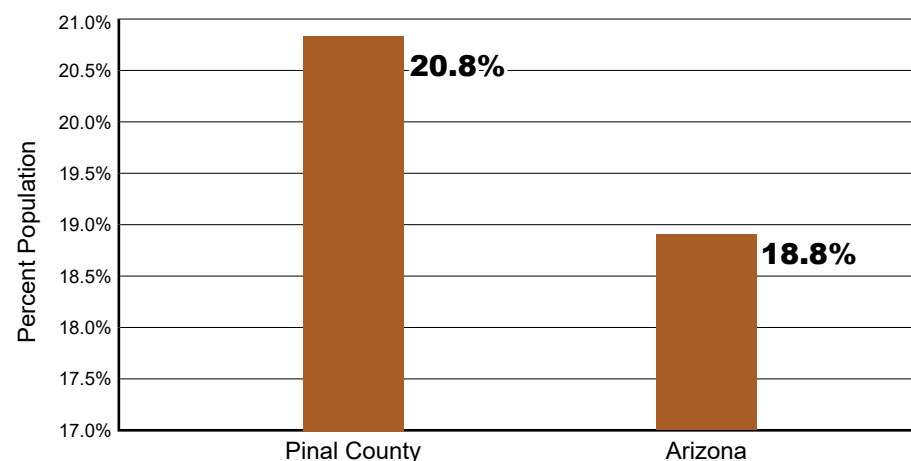
Data from the American Community Survey (ACS) 2022 5-year estimates were taken at the census block group level to map the elderly and disabled populations throughout the county. This evaluation also identified particular areas of interest with high propensity for use of Coordinated Mobility services—areas with both high rates of senior residents and high rates of persons with disabilities.

2.1.1 Senior Populations

The total senior population of Pinal County is approximately 90,000¹. This represents about 20.8 percent of the total county population and is higher than the overall Arizona rate of 18.8 percent (**Figure 3**). The highest rates of senior populations are found in the northern communities near Apache Junction, as well as central and southeastern communities such as:

- Florence
- Casa Grande
- Eloy
- Mammoth
- Saddlebrooke

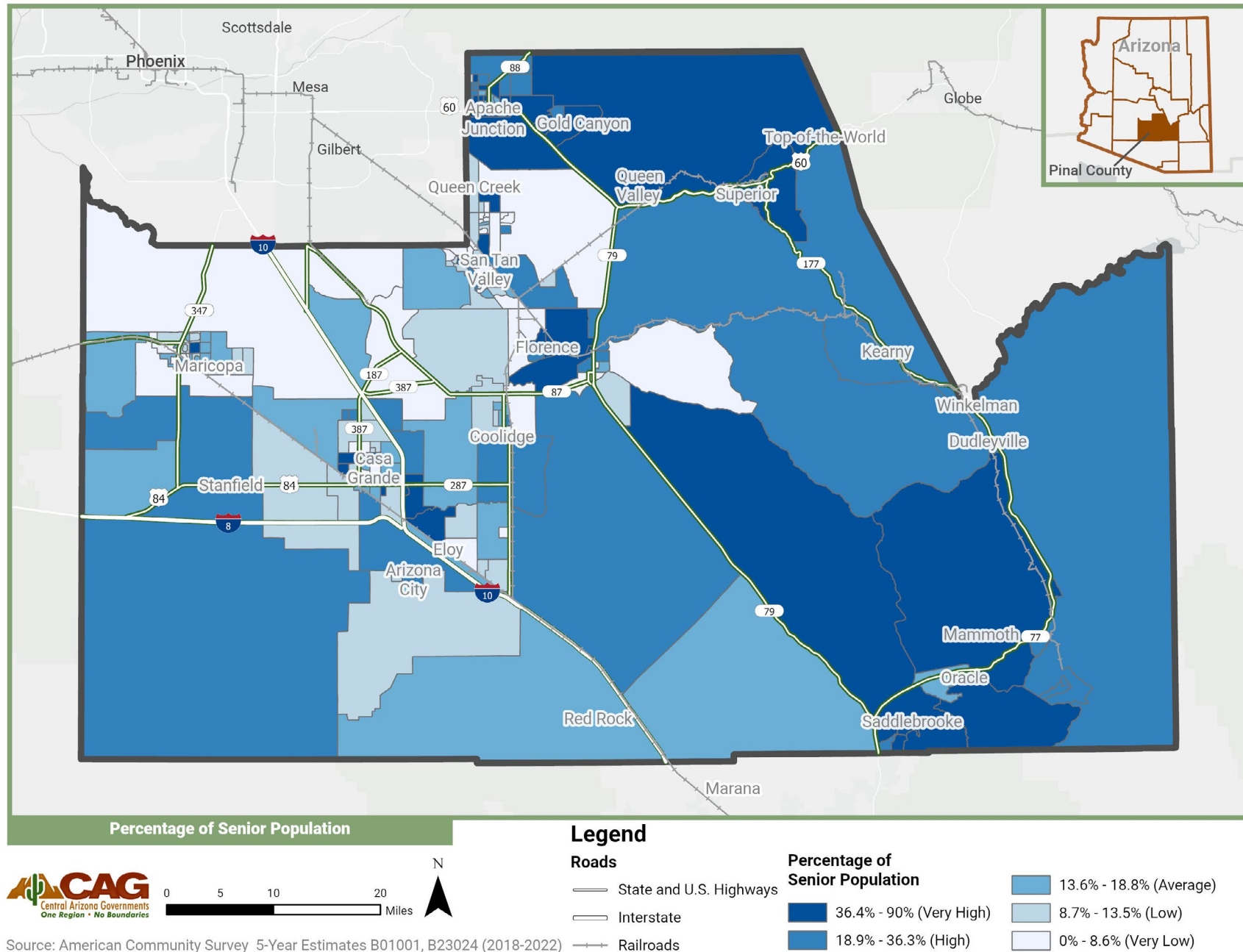
Figure 3: Share of Senior Population in Pinal County



1

American Community Survey, 2022.

Figure 4: Percentage of Senior Population



2.1.2 Population with Disability

Over 29,000 residents in Pinal County have an employment disability.² This represents about 6.7 percent of Pinal County's overall population, which is close to the overall Arizona rate of 6.1 percent (**Figure 5**). **Figure 6** maps the share of people with disabilities by block group throughout the county.

Concentrations of persons with disabilities generally follow similar distribution patterns compared to senior population concentrations. Northern communities were found to have high shares of disabled residents. Communities near the western and eastern borders were also found to have high shares of people with disabilities. These communities include:

- Queen Valley
- Top-of-the-World
- Casa Grande
- Eloy
- Arizona City
- Dudleyville

Figure 5: Share of Disabled Populations in Pinal County

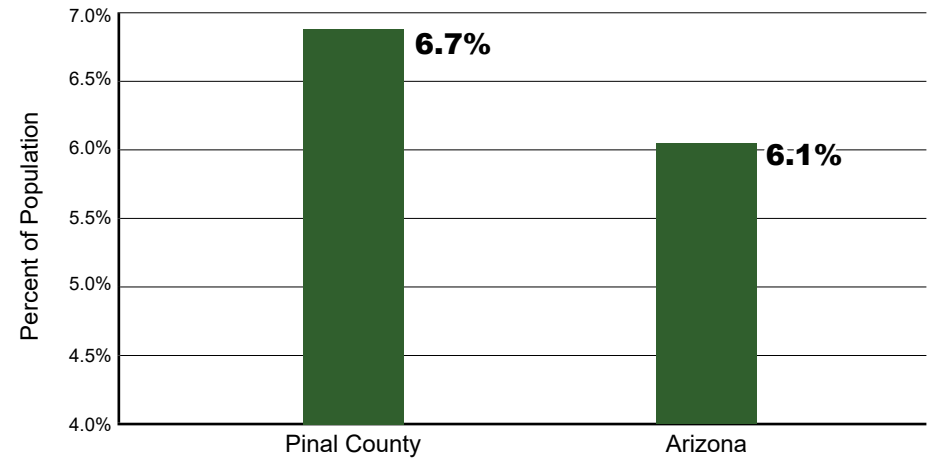
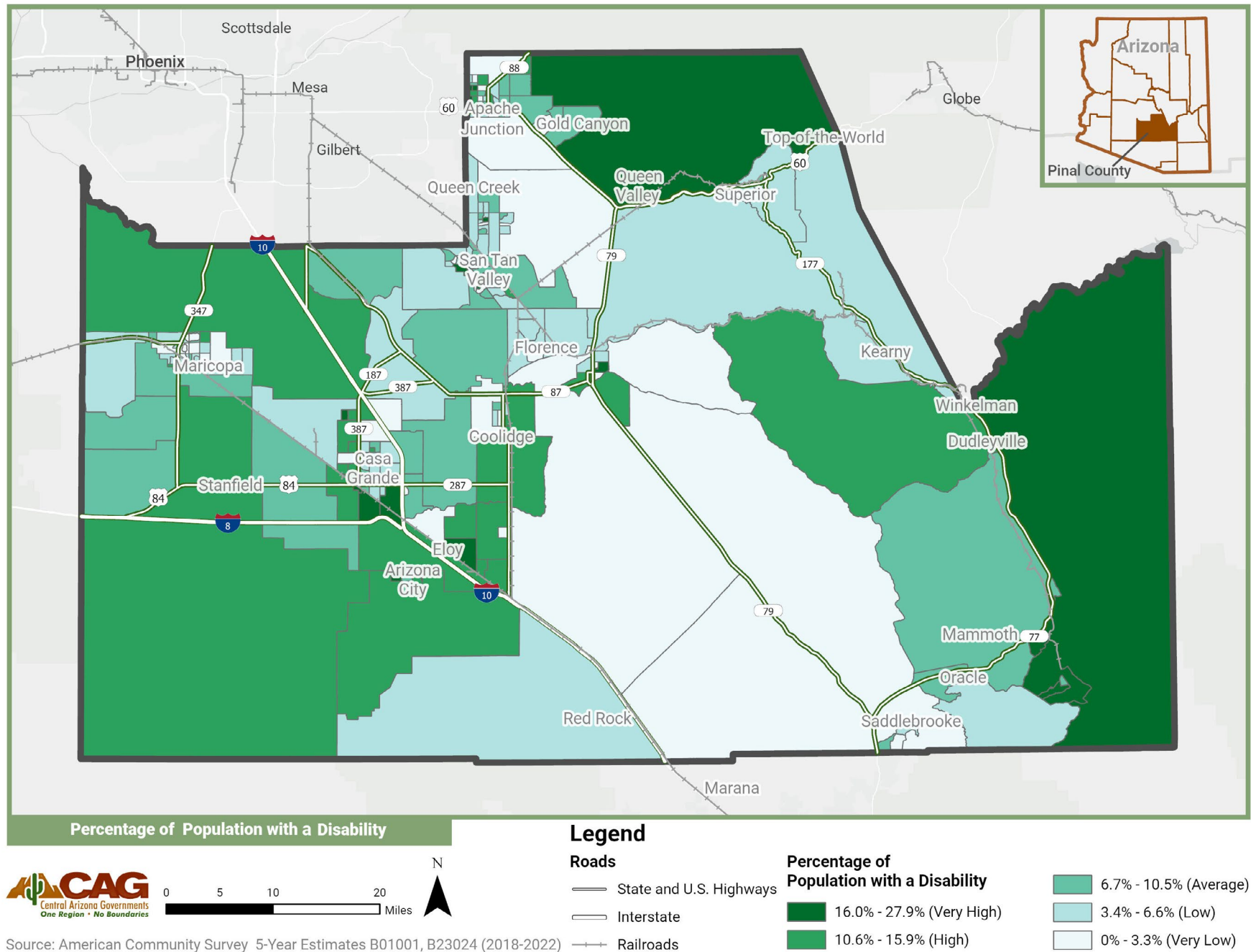


Figure 6: Percentage of Population with a Disability



2.1.3 Composite Coordinated Mobility Propensity

High rates of seniors and employment-age people with disabilities can indicate a higher demand for mobility services. This demand is often referred to as “propensity,” as certain population groups are more closely associated with transit or Coordinated Mobility use. As the Section 5310 program is aimed at serving eligible seniors and people with disabilities, identifying areas with elevated population highlights areas of higher propensity.

To identify areas within Pinal County with the highest propensity, or potential for Coordinated Mobility services use, a composite propensity score was calculated. This score was developed using ACS data at the block group level to map the percentage of seniors and persons with an employment disability. The two data variables were weighted equally. Block groups were then assigned a score between one and five based on the share of elderly and disabled populations where the highest concentrations of the two groups received a score of five and those with the lowest shares received scores of one.

Figure 7 shows the composite propensity scores for block groups throughout Pinal County. Approximately 14.5 percent of block groups scored highly and were thus identified as having a “very high” propensity.

Communities in southeast Pinal County with high transit propensity include:

- Saddlebrooke
- Mammoth
- San Manuel

Other communities near the northern border of the county with high transit propensity include:

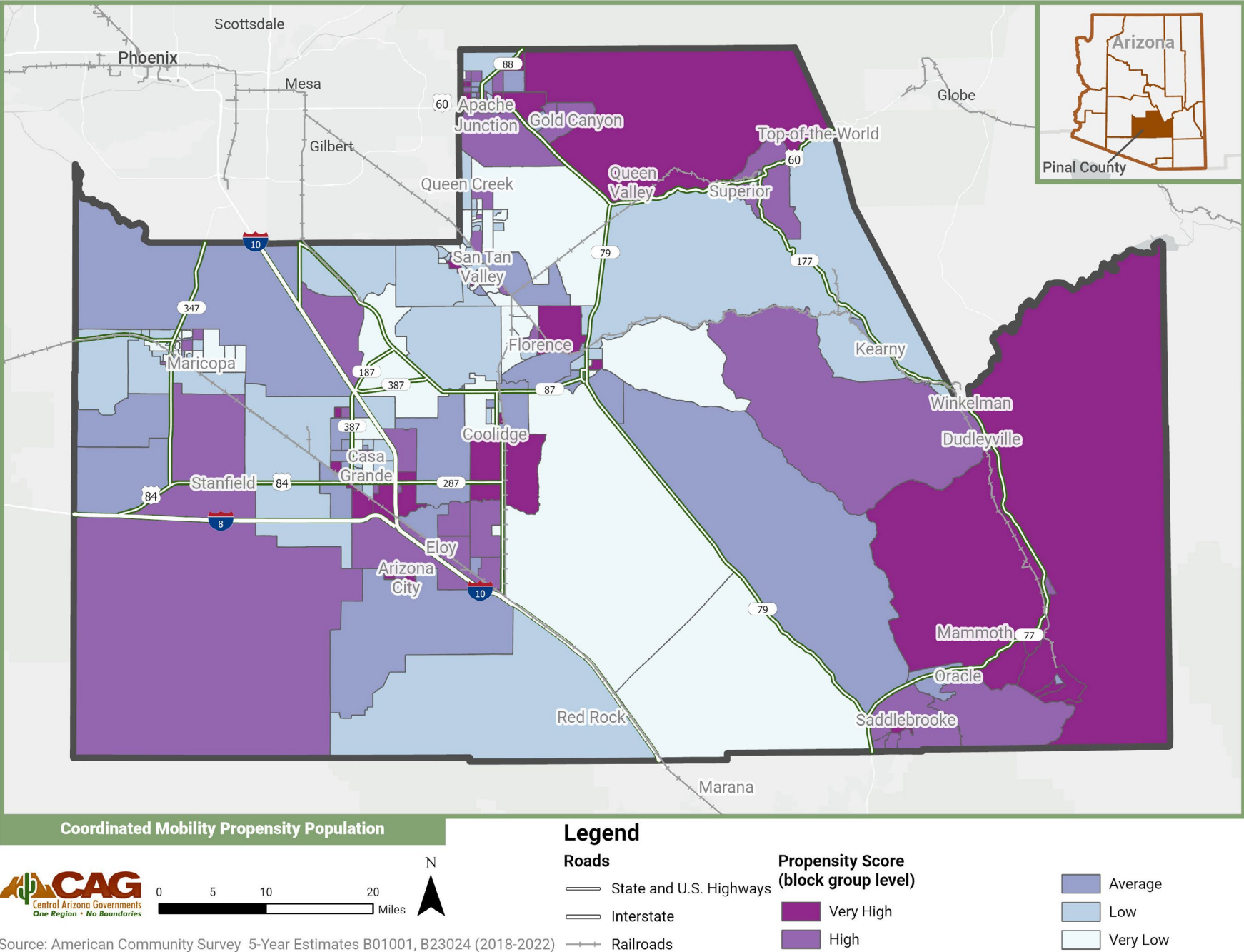
- Gold Canyon
- Queen Valley
- Top-of-the-World

Select communities in the central part of the county, like Florence and Eloy, were found to have very high propensity, but in general, central county communities were identified as having largely “high propensity” or lower.



Source: City of Florence

Figure 7: Coordinated Mobility Propensity Population



2.2 Existing Transit Services

Generally speaking, Pinal County is a predominantly rural county with relatively limited public transit services. Public transit service is comprised of nine different fixed routes and an on-demand response service area within Casa Grande.

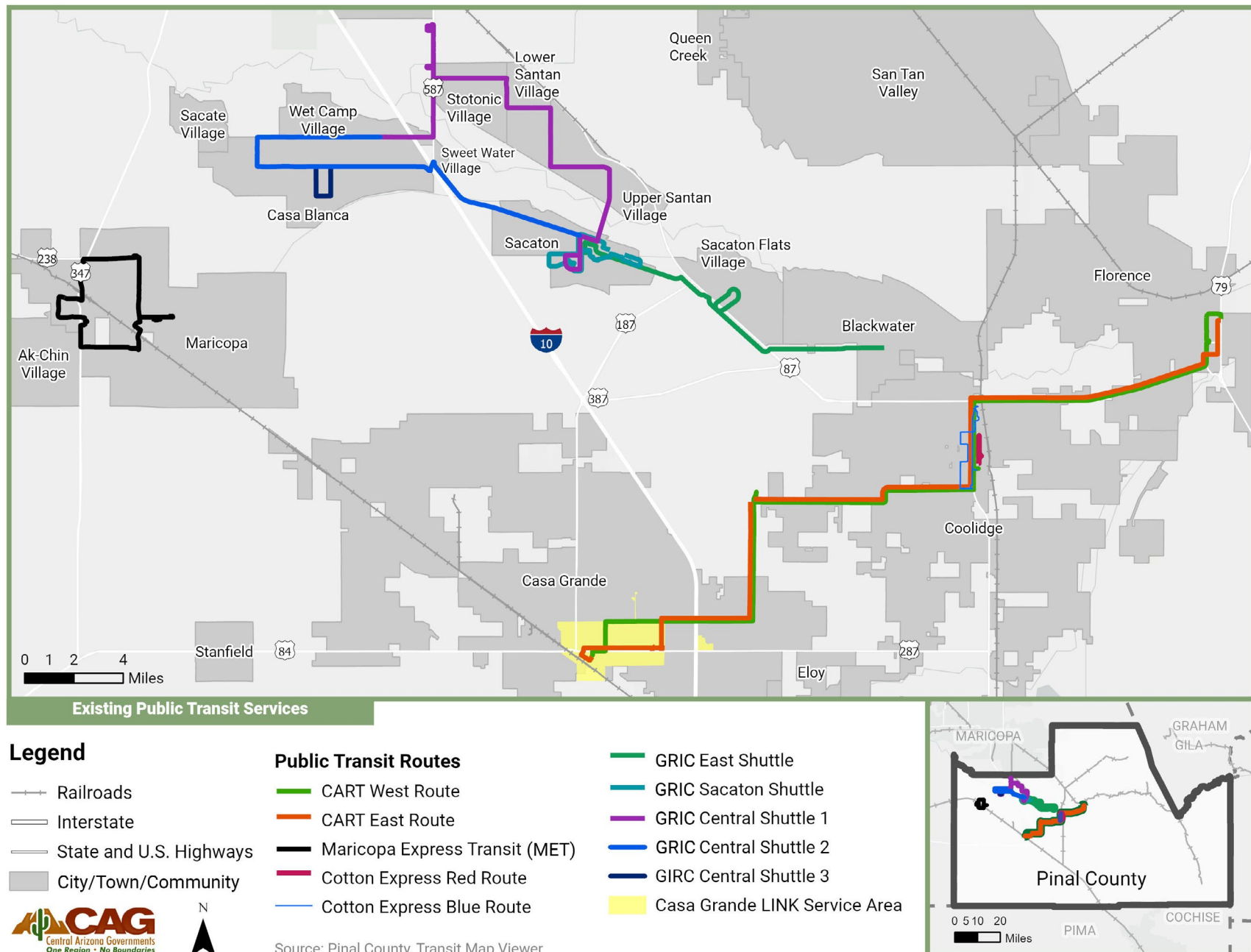
Figure 8 maps the existing transit service in Pinal County. Existing transit services are largely concentrated in the western half of the county, with no service along the eastern and southern borders. GRIC operates several shuttles across a large service area, though two shuttles are currently suspended. The City of Maricopa and the City of Coolidge offer

local fixed-route service within their municipal boundaries. Casa Grande has recently launched a microtransit service, branded Casa Grande (CG) LINK, that operates within a specified zone in the city. In addition to the local routes and services operating within one community, Central Arizona Regional Transit (CART) leverages a partnership between multiple municipalities to operate a regional connector route that links Coolidge, Florence, and Casa Grande.

Existing service providers include:



Figure 8: Existing Transit Services in Pinal County



2.3 Existing Coordinated Mobility Providers

Public fixed-route and demand-response transit service is supplemented by a number of human service transportation providers in Pinal County. These providers offer transportation services to eligible participants. There are currently nine 5310 Coordinated Mobility providers operating within Pinal County:

- Central Arizona Council on Developmental Disabilities (CACDD)
- Dorothy Nolan Senior Center
- Give-A-Lift
- Helping Ourselves Pursue Enrichment (HOPE) Incorporated
- Horizon Health and Wellness
- NAZCARE
- On-the-Go Express
- The Opportunity Tree
- Pinal Hispanic Council (PHC)

2.4 Summary of Findings

2.4.1 Service Availability

Fixed-route and demand response services are available in Coolidge, Florence, Casa Grande, Maricopa, and GRIC through local and regional transit providers. Communities in the eastern and northern areas of Pinal County do not currently have regular public transit services.

Coordinated Mobility programs operated by human services providers augment service availability throughout the county. The nine 5310 providers described in this report provide additional services in cities with existing transit services, such as Casa Grande or Florence, and provide services in areas like Mammoth that have no other transit service.

2.4.2 Hours of Service

Transportation service is primarily available during weekdays from 8:00 AM to 5:00 PM. Many providers do not operate on weekends or during the early morning or evening hours on weekdays. Those wishing to make trips on weekends or during evening hours must make other transportation arrangements. CART currently offers the earliest service, beginning at 5:00 AM. Many Coordinated Mobility providers operate during the 8:00 AM to 4:00 PM window (**Figure 9**).

2.4.3 Major Destinations

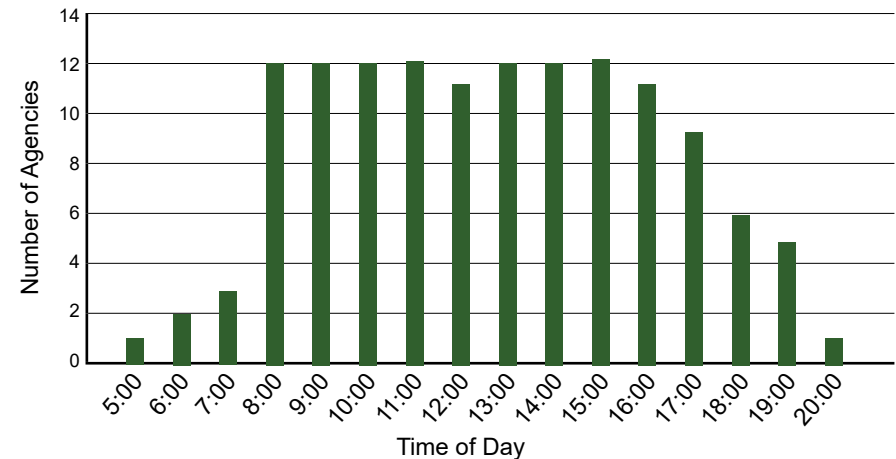
Many of the major destinations identified by Coordinated Mobility providers include the facility or community where the facility is based. For instance, Horizon Health and Wellness documented that their clinic locations are among the main destinations served by their transportation service. On-the-Go Express indicated that they regularly make trips outside of Pinal County. On-the-Go Express cited Tucson and Globe as two major destinations served.

The top destinations shared among all Coordinated Mobility providers were:

1. Health clinics
2. Casa Grande
3. Coolidge
4. Walmart

Health clinics of different types were identified as the top destinations served across all current Coordinated Mobility providers. Casa Grande and Coolidge were also cited across multiple providers. Finally, Walmart was repeated across two different providers. This points to the importance of serving medical facilities and major shopping destinations.

Figure 9: Distribution of Agencies in Operation by Time of Day (Weekdays Only)



Source: Coordinated Mobility Provider Data Request Forms

2.4.4 Ridership

Annual ridership ranged widely across the current Coordinated Mobility providers. Horizon Health and Wellness reported the highest annual ridership, likely a direct result of the number of facilities. This ridership was also reflected in the number of vehicles available across its fleet. NAZCARE did not report any ridership for 2023, stating that they are in the process of building a client base and ridership in Pinal County. On average, providers are serving about 4,800 riders annually across the county.

2.4.5 Funding

The Coordinated Mobility providers are operating largely using a mix of 5310 funding from the FTA (as distributed by the Arizona Department of Transportation [ADOT]) in combination with organization funding as a match. Some providers are also leveraging funding through the Arizona Health Care Cost Containment System (AHCCCS).

2.4.6 Challenges

Funding, service vehicles, and staffing concerns were equally identified as challenges faced by the Coordinated Mobility providers. Providers also pointed to the difficulties of maintaining vehicles—the costs associated with repairs are high, businesses equipped to complete repairs are relatively rare, and providers face long wait times to receive repaired vehicles as well as reimbursements from ADOT. Many providers also acknowledged the challenge of navigating insurance and building ridership through increasing their client base.

3. SPATIAL GAP ANALYSIS

After establishing the existing conditions within Pinal County, spatial gaps in services were identified. This identification process overlaid the intensity of service (the number of providers operating within a given area) with the propensity analysis results to pinpoint areas with high propensity, or need, and low service intensity. The following section describes the spatial gap analysis process and results.

Table 1: Service Area by Provider

No.	Provider	Transit Program	Type	Service Area
1	CG LINK	5307	Fixed-Route Public Transit	CG LINK Area
2	CACDD	5310	Coordinated Mobility Provider	Pinal County
3	CART	5311	Fixed-Route Public Transit	3/4 mile from the transit route
4	MET	5311	Fixed-Route Public Transit and Dial-a-Ride	Maricopa
5	Cotton Express	5311	Fixed-Route Public Transit	3/4 mile from the transit route
6	Dorothy Nolan Senior Center	5310	Coordinated Mobility Provider	Pinal County
7	Gila River Transit	5311	Fixed-Route Public Transit	3/4 mile from the transit route
8	Give-a-Lift	5310	Coordinated Mobility Provider	Pinal County
9	HOPE Incorporated	5310	Coordinated Mobility Provider	Pinal County
10	Horizon Health and Wellness <i>*Note: Each center is considered a different provider.</i>	5310	Coordinated Mobility Provider	1. 45-mile radius from the Clinic and Administration (625 North Plaza Drive, Apache Junction, Arizona 85120) 2. 45-mile radius from the Adult Services (210 East Cottonwood Lane, Casa Grande, Arizona 85122) 3. 45-mile radius from the Recovery Village – Residential Substance Use Facilities (2221 South Pearl Road, Casa Grande, Arizona 85122) 4. 45-mile radius from the Clinic (495 North Pinal Parkway Avenue #106, Florence, Arizona 85132) 5. 45-mile radius from the Clinic (980 East Mount Lemmon Highway, Buildings 1 & 2, Oracle, Arizona 85623) 6. 45-mile radius from the Clinic (22713 South Ellsworth Road, Building A, Suite 101, Queen Creek, Arizona 85142)
11	NAZCARE	5310	Coordinated Mobility Provider	20-mile radius from the center (846 West Cottonwood Lane, Casa Grande)
12	On The Go Express	5310	Coordinated Mobility Provider	Oracle Junction, Oracle, Saddlebrook, San Manuel, Mammoth, Kearny, Superior
13	The Opportunity Tree	5310	Coordinated Mobility Provider	25-mile radius from the Casa Grande facility (209 West 1st Street, Casa Grande) and 20-mile radius from the facility (19756 North Maricopa Road, Maricopa)
14	PHC	5310	Coordinated Mobility Provider	Eloy, Coolidge, Casa Grande, Maricopa, Arizona City

3.1 Service Intensity

Service intensity has been defined and established throughout Pinal County by layering the individual service areas of each current provider (both fixed-route and Coordinated Mobility providers). **Table 1** summarizes the current providers and their service area. The layered service areas were then assigned a Service Intensity Level score.

Table 2 provides a key for the various levels of service intensity found within Pinal County. The Service Intensity Level is based on the number of providers in the area and their operational characteristics. A higher number of providers corresponds to a higher Service Intensity Level, indicating better accessibility to transit services for seniors and people with disabilities.

Table 2: Service Intensity by Numbers of Providers

Service Intensity	Number of Providers
1	3 to 5
2	6
3	7 to 9
4	10
5	11
6	12 to 13

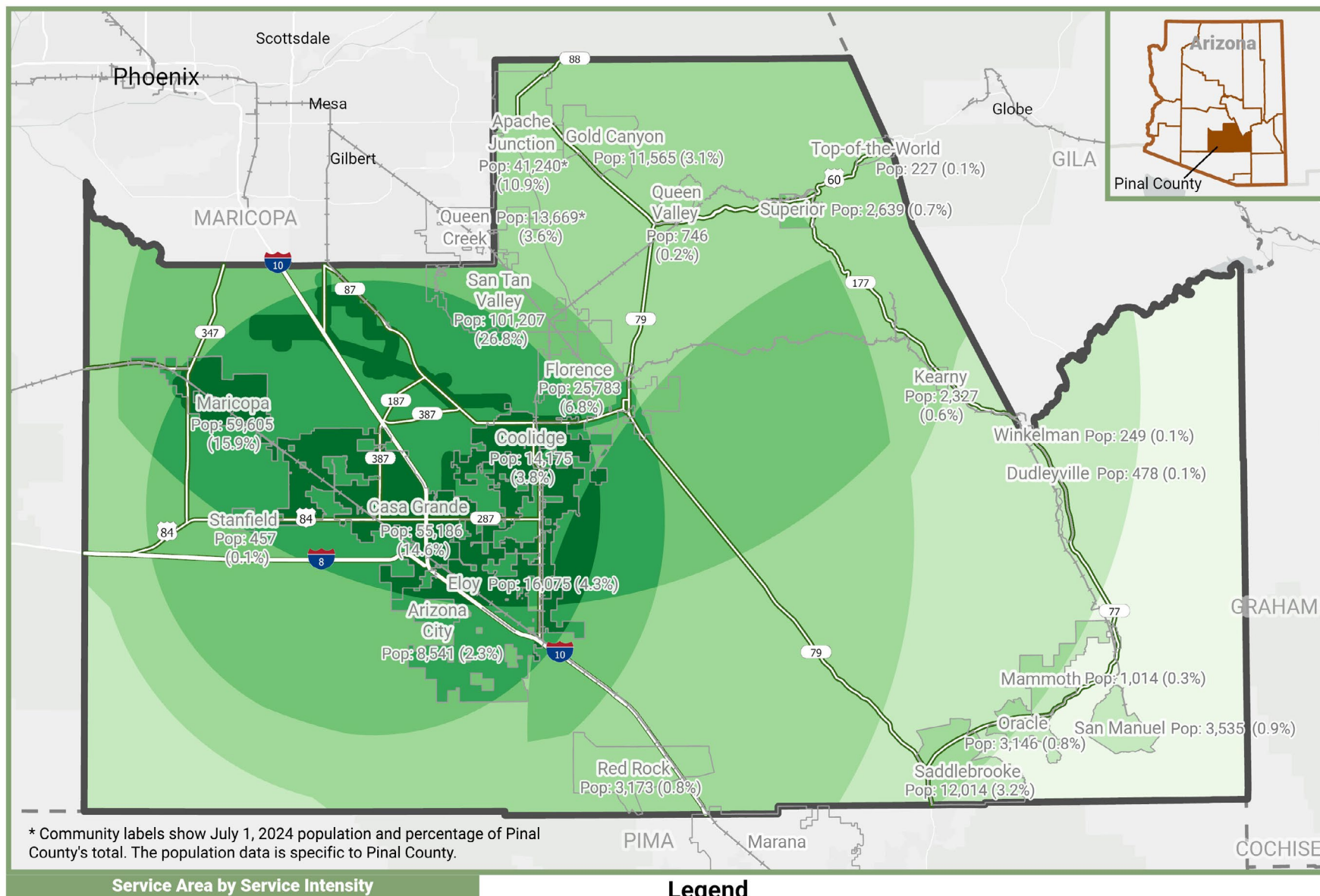
Figure 10 maps the service intensities across Pinal County. Areas with more providers, and thus more intensity, are shown in darker green, while areas with fewer providers and lower intensity are shown in lighter green.

As shown in **Figure 10**, the communities in western Pinal County have a higher service intensity level than in eastern Pinal County, especially in Maricopa, Casa Grande, Coolidge, Arizona City, and Eloy. These communities are also the most active in deploying fixed-route services. In general, the further from these communities, the lower the service intensity level. Every area in Pinal County has at least one Coordinated Mobility provider.

When compared with population distribution, while Maricopa and Casa Grande have both large populations and high service intensity, other large population clusters do not align with high service intensity, including:

- **San Tan Valley:** Accounts for the highest percentage of Pinal County's population among the selected communities but only has a Level 4 (seven transit service providers) service intensity.
- **Apache Junction:** Accounts for the highest percentage of senior population and second highest percentage of people with disabilities of Pinal County's population among the selected communities but only has a Level 3 (6 providers) service intensity.
- **Saddlebrooke:** Has a percentage of the population similar to Coolidge but only has a Level 2 (eastern side) or 3 (western) service intensity.

Figure 10: Service Area by Service Intensity



Source: [1] American Community Survey 5-Year Estimates B01001
[2] CAG Region 2024 Population Estimates

Legend

Roads

- State and U.S. Highways
- Interstate
- Railroads

Service Intensity (# of Available Providers)

Level 1 (5)	Level 4 (10)
Level 2 (6)	Level 5 (11)
Level 3 (7 - 9)	Level 6 (12 - 13)

3.2 Coordinated Mobility Propensity

As described, identifying areas with high concentrations of seniors and persons with disabilities is a key component of the spatial gap analysis and overall study. These high propensity areas likely have high demand for Coordinated Mobility services. The aim of the spatial gap analysis is to identify areas where these high propensity areas overlap with areas of low service intensity, or transit coverage.

Figure 7 identifies areas with very high propensity and can be found in the eastern and northern areas of Pinal County as well as within the central communities.

Communities in central Pinal County with high transit propensity include:

- Arizona City
- Casa Grande
- Coolidge
- Florence

Communities in southeast Pinal County with high transit propensity include:

- Saddlebrooke
- Mammoth
- San Manuel

Other communities near the northern border of the county with high transit propensity include:

- Apache Junction
- Gold Canyon
- Queen Valley
- Top-of-the-World

3.3 Spatial Gap Results

Figure 11 shows the results of the spatial gap analysis.



Communities with both **high** transit propensity (high concentrations of seniors and disabled residents) and **low** service intensity (few existing service providers):

- San Manuel
- Mammoth
- Dudleyville
- Oracle
- Saddlebrook
- Tohono O'odham Nation

This suggests that these communities may need new transit services since the existing service providers are not always immediately available due to advanced reservation requirements, are not always accessible, and are for a specific population. For example, the Give-a-Lift service can drop off riders anywhere within Pinal County but only serves residents in Florence, and Horizon Health and Wellness Center is exclusively for medical appointments.



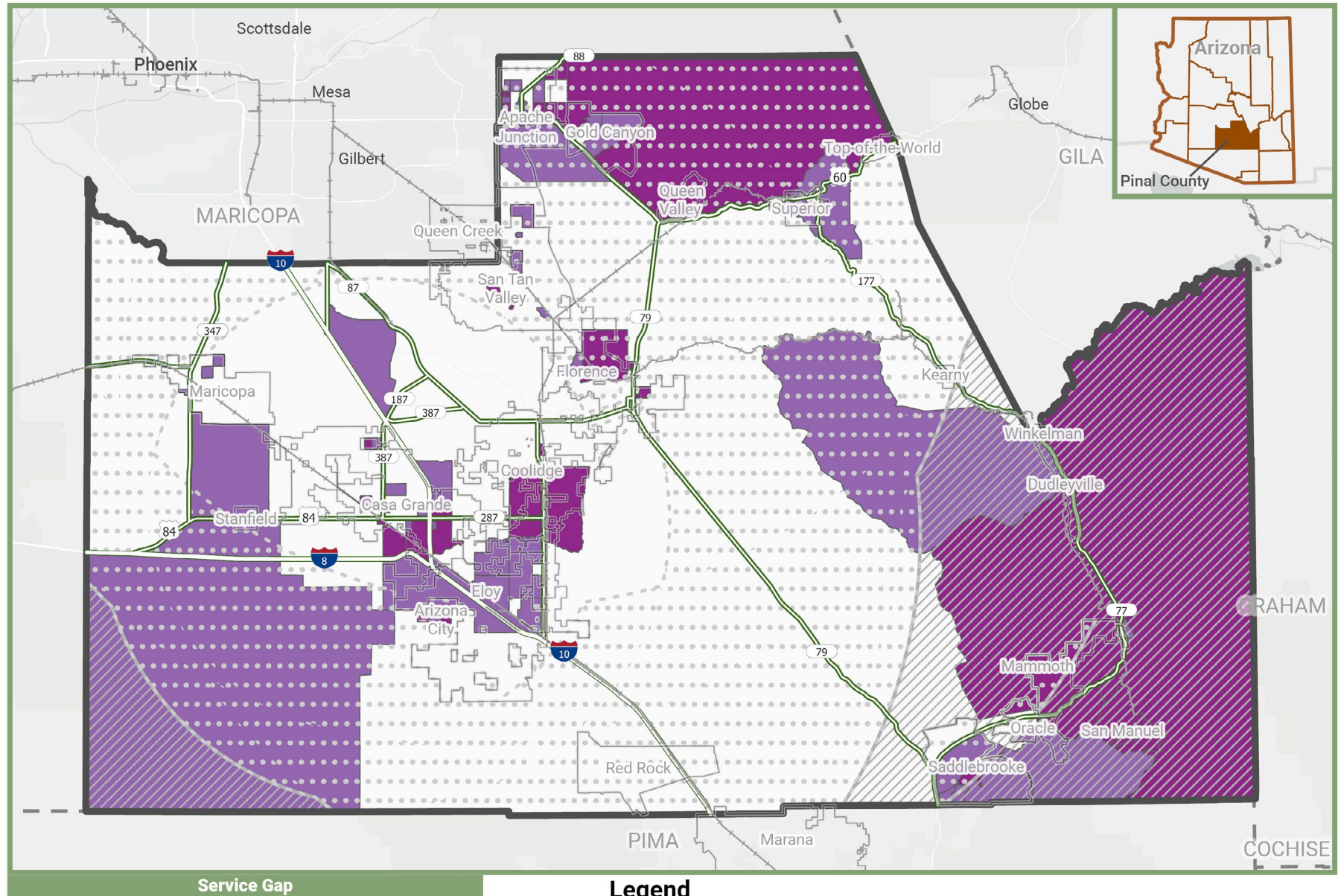
Communities with **high** transit propensity include and **medium** service intensity:

- San Tan Valley
- Superior
- Apache Junction
- Top-of-the-World
- Gold Canyon
- Arizona City
- Queen Valley

This suggests that these communities may need enhanced transit services since some providers only serve medical trips and are volunteer-based, so there is not always an available or accessible ride.



Figure 11: Service Gap



Source: Current Conditions and Coordinated Mobility Programs

4. COMMUNITY OUTREACH

Outreach was conducted to engage stakeholders and the general public to solicit feedback on current challenges, needs, concerns, and preferences. Current transportation providers, senior centers, medical providers, and nonprofit organizations serving seniors and persons with disabilities were engaged in the first phase of outreach. The second phase of outreach engaged local elected officials across Pinal County. Lastly, a public survey was distributed throughout the county. Online and paper copies of the public survey were available in both English and Spanish. These surveys were advertised via English and Spanish flyers (Figure 12).

4.1 Title VI Implementation

An in-depth analysis of the demographic data of the potential transit service recipients in Pinal County and potential participants of the project activities was conducted to understand the limited English proficiency, or “LEP” populations in Pinal County. As shown in Figure 13, the total number of LEP individuals in Pinal County is 23,621 (5.8 percent of the population over 5 years old and over). In particular, the Spanish-speaking population with limited ability to speak English is 20,215, which accounts for 4.9 percent of the population. All other-language-speaking LEP individuals are less than 1 percent of the population. Whether translations and interpretations in other languages are required was investigated for two places. In Chuichu CDP, 7.4 percent of its population (14 people) speaks “Other Asian and Pacific Island languages”. Also, Census Tract 13.07 has 319 people, which accounts for 7.6 percent of the population, speaking “Other Indo-European languages”.

The beneficiaries of this study are seniors (aged 65 years and over) and persons with disabilities. The LEP individuals among the beneficiaries also meet the threshold for translations in Spanish. As revealed in the results, at the county level, there are 3,778 seniors with LEP, which accounts for 4.2 percent of the total senior population. The Spanish-speaking LEP seniors amount to 3,246 people (85.9 percent of the total seniors with LEP). There are also 2,689 people with disabilities and LEP, which accounts for 3.8 percent of the total population with disabilities, and 96.8 percent of them speak Spanish.

Figure 12: English Survey Flyer

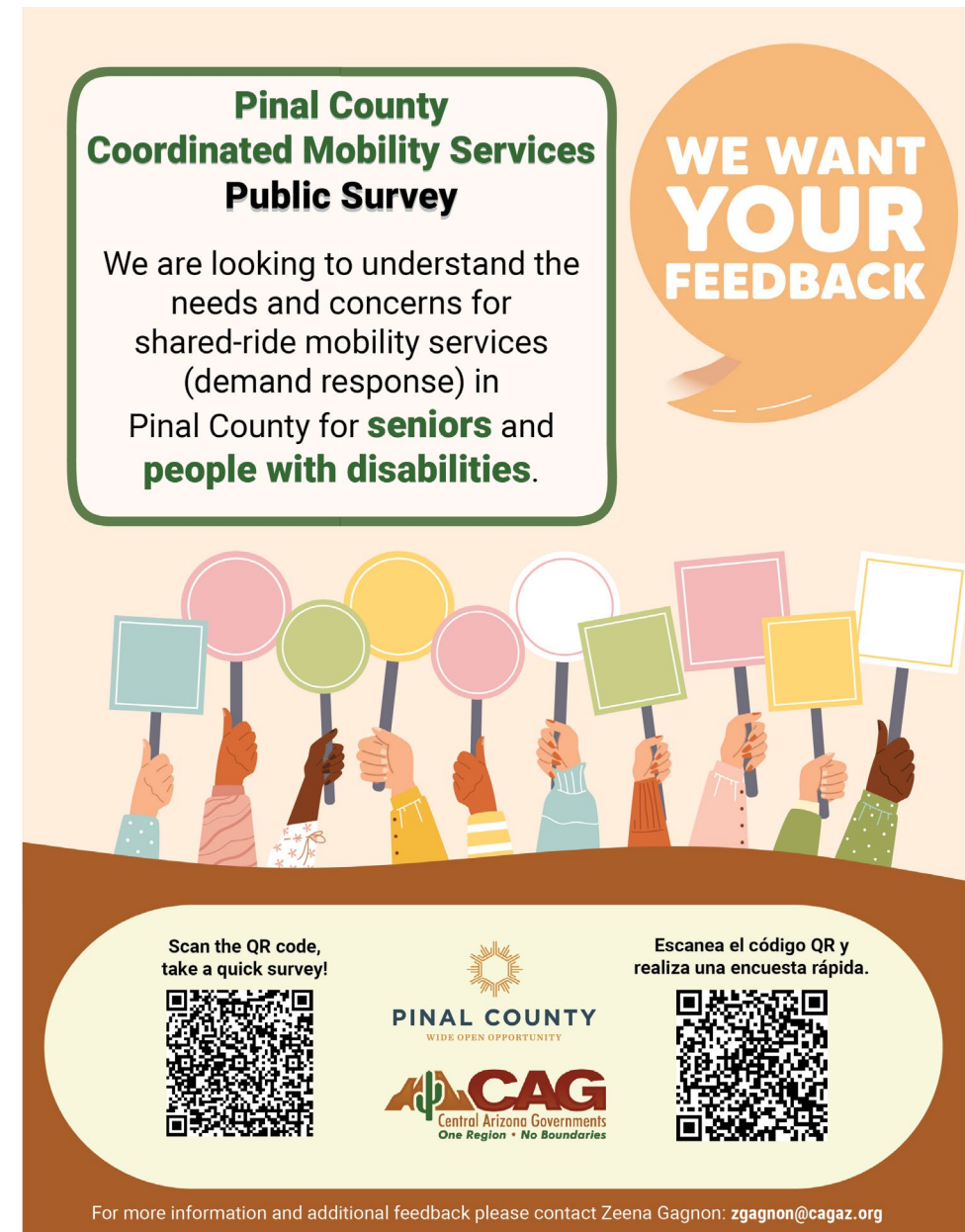
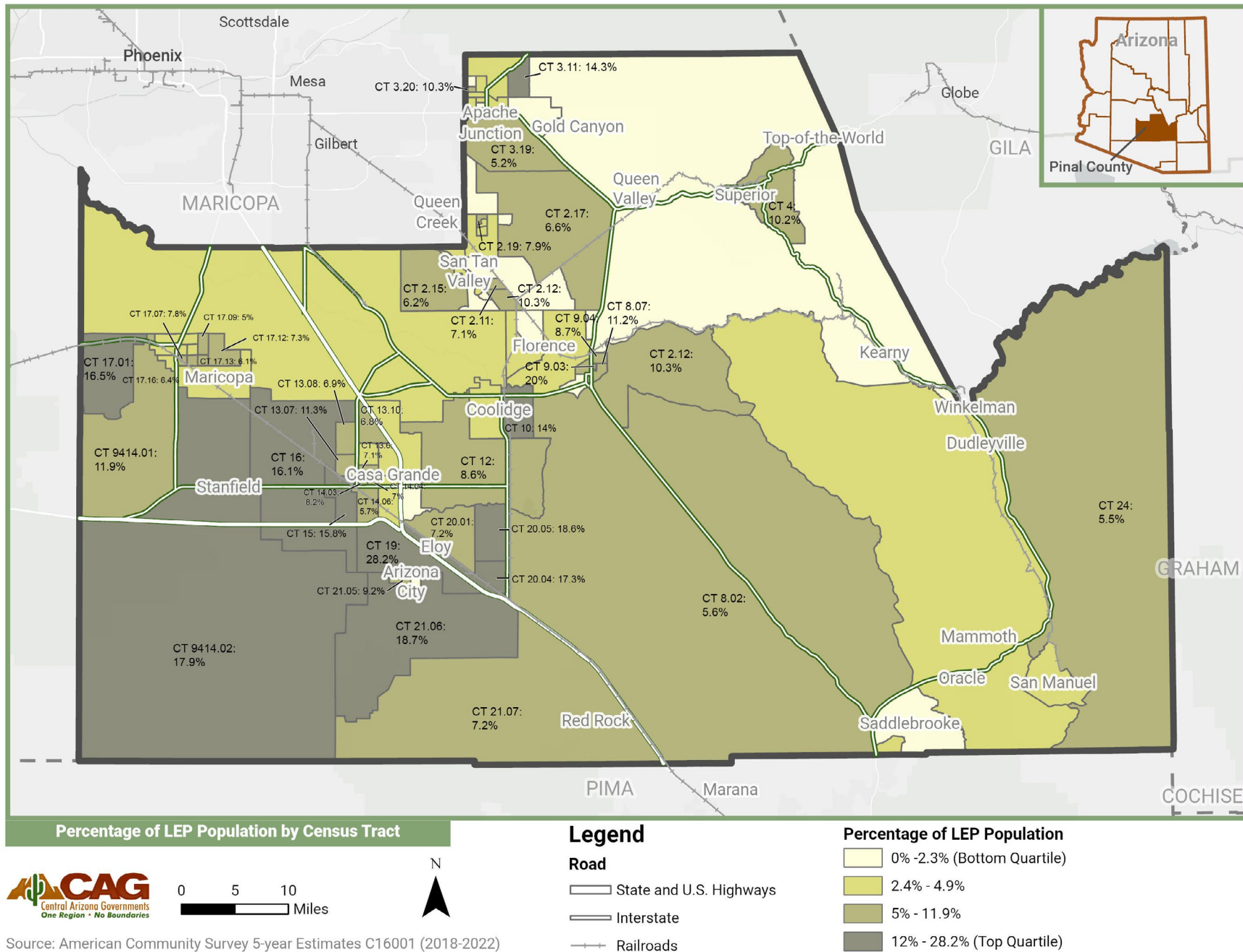


Figure 13: Pinal County LEP Population



4.2 Public Survey

CAG launched the public survey in June 2024. The survey contained 14 questions covering respondents' zip code, age, disability status, primary travel needs, preferred demand response services, awareness of transportation resources, and top three transportation challenges. Materials, including both the public survey (online and paper versions) as well as the advertising flyer, were translated into Spanish for meaningful engagement with Spanish-speaking residents.

The survey was open through September 4th, 2024, and yielded 328 responses. The following are key takeaways from the survey:

Respondent's Demographics and Challenges

- The survey primarily represented the travel needs and challenges of individuals aged 65 to 84 in southeastern and northwestern Pinal County, including major cities like Saddlebrooke, Apache Junction, and Queen Creek.
- The top transportation challenges identified were the lack of demand response services, services not going where residents needed them, and services not operating when residents needed them.

Modes of Travel

- Approximately 2/3 of respondents indicated that they drive themselves, while over 25 percent rely on family or friends. About 10 percent have no available transportation options, often leading to missed medical appointments.
- Respondents who drive themselves typically travel two to five times a week, with 30 percent reporting a disability. Those relying on family or friends travel less frequently but also have a high incidence of disability.

Primary Travel Purposes and Destinations

- Respondents' main reasons for travel are medical/pharmacy visits, grocery shopping, and recreation/shopping.
- Key travel destinations include Apache Junction, Florence, and Casa Grande.

Demand Response Transit Service Preferences

- The preferred demand response services identified were paratransit, senior center/community transportation, and medical facility transportation.
- Many seniors indicated they would prefer to schedule service via a smartphone application, closely followed by call center/phone.
- Many respondents preferred a service that charges about \$1 to \$5 and has a wait time of around 26 to 30 minutes.
- Respondents with disabilities were also more sensitive to wait times and accessibility issues.
- Respondents who drive themselves tended not to use demand response services.

Distribution of Information Regarding Services

- Respondents of this survey expressed that they heard about transportation services and other resources through word of mouth, social media, and organizations (community centers, Homeowners Associations, churches). In general, the older the respondents, the more they rely on word of mouth.
- The survey results suggest further education on-demand response transit services is needed in the community, especially for persons with disabilities, as some respondents had a hard time identifying preferred services because they were unfamiliar with the service itself.

4.3 Stakeholder Engagement

The stakeholder organizations interviewed expressed a similar set of challenges when providing transit services or working with transit providers in Pinal County. Four primary challenges and concerns emerged through individual stakeholder organization interviews:

1. Challenges with long trip distances for providers with large service areas
2. Challenges with staffing drivers
3. Challenges with vehicles—high costs associated with maintenance and repairs or difficulties sourcing vehicles
4. Limited options for residents who need service and low levels of service

Most stakeholder recommendations centered around the expansion of services, either their own or regional connections. Interviewees suggested additional trip locations such as grocery stores and major metro areas like Phoenix and Tucson for medical appointments. Regional transportation in the county, according to stakeholders, is difficult and needs to be a priority moving forward.

Many interviewees noted that a change in coverage by Medicare (available to seniors and those with qualifying disabilities) and Medicaid (available to low-income households) has altered the transportation landscape in their communities. Transportation to and from medical appointments is now covered (as of 2023), but these services are contracted with private companies and oftentimes have reliability issues.

Across all organizations, there was a consensus that mobility gaps for these populations are large, and the available resources are insufficient for their needs.

5. SUBREGION RECOMMENDATIONS AND PRIORITIZATION

The goal of creating subregions is to subdivide Pinal County into more manageable geographies, to identify recommended potential improvements to service, and to identify a method for prioritizing these areas. By establishing these proposed subregions, resources can be strategically deployed to meet the needs of current and future providers throughout the county.

5.1 Proposed Pinal County Subregions

Several different approaches were evaluated to create new subregions for Pinal County, following existing Supervisor District boundaries or other existing administrative boundaries. One approach was selected from the options and is documented here.

As shown in **Figure 14**, the proposed subregions divide Pinal County into five subregions using logical geographic boundaries and a manageable number of roughly equal-sized subregions. The boundaries considered existing infrastructure, population distribution, and existing transit providers. **Figure 14** maps the proposed subregions.

Table 3: Summary of Subregion Recommendations

Subregion Recommendation	North	South	East	West	Central
Microtransit	✓				✓
Taxicab/shared ride voucher or reimbursement program	✓	✓	✓	✓	✓
Volunteer Driver Program	✓	✓	✓	✓	✓
Fixed-route expansion				✓	✓
Private company partnerships	✓			✓	✓
Replace Americans with Disabilities Act (ADA)-compliant vehicles	✓	✓	✓	✓	✓
Provide marketing and administrative resources	✓	✓	✓	✓	✓
Improve customer service	✓	✓	✓	✓	✓
Coordination with MAG and Valley Metro to identify transfer points between providers	✓			✓	
Coordination with Sun Tran (Tucson) to identify transfer points		✓			
Coordination with Pima Association of Governments to understand cross-county trip demand		✓			
Gila-Pinal Rides Coordination Committee coordination to understand cross-county trip demand			✓		
Coordinate transfers between 5310 providers and public transit operators	✓				✓
MAG Planning Area mobility study for communities like Queen Creek				✓	
Evaluate potential for new service in Eloy					✓
Evaluate Cotton Express expansion					✓

5.2 Recommendations

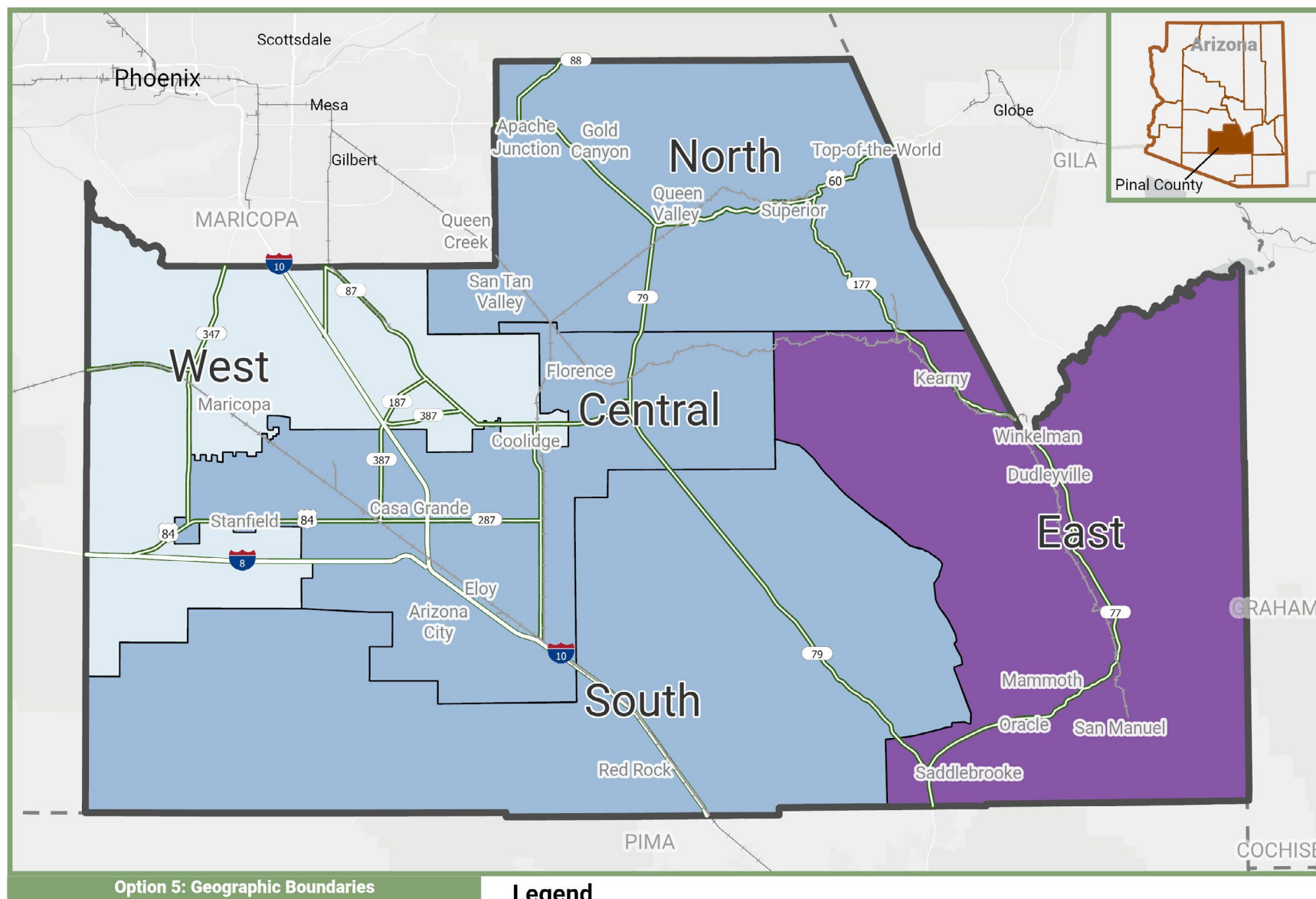
Recommendations have been developed and described here in response to the technical analysis conducted combined with stakeholder and public feedback. These recommendations are intended to support current and potential providers in delivering services that meet the needs of Coordinated Mobility service users. **Table 3** summarizes the recommendations for each subregion.

Recommendations have been organized by category:

- Service Recommendations
- Capital and Administrative Recommendations
- Coordination with Other Agencies and Additional Planning Studies

Each recommendation category includes specific recommendations for improvements and documents which subregions the recommendation applies to.

Figure 14: Geographic Boundaries Subregions



Option 5: Geographic Boundaries

Legend

Roads

- State and U.S. Highways
- Interstate
- Railroads

District Boundary

- Option 5

Propensity Score (subregion level)

- High (≤ 6)
- Average (≤ 5)
- Low (≤ 4)



0 10 20 Miles

Source: Current Conditions and Coordinated Mobility Programs

5.2.1 Service Recommendations

Microtransit

Populations in Apache Junction and San Tan Valley are likely dense enough to support microtransit. Microtransit is an on-demand transportation service for all, including seniors and people with disabilities. It offers real-time bookings by phone or mobile app and uses dynamic routing software to organize shared rides. When microtransit is comingled with paratransit, meaning one vehicle is serving both services, it can be more efficient and cost-effective since there are more shared trips and better utilization of the vehicle.

Microtransit can be implemented by a town, city, county, Councils of Government (COGs), Metropolitan Planning Organizations (MPOs), nonprofit, or transit agency. Apache Junction, as an incorporated community, could take the lead in organizing and administering a new microtransit service. Apache Junction would be eligible for 5311 rural transportation funding. Once the city's population exceeds 50,000 people, the city would be designated as a Small Urbanized Area. Further study would be required prior to implementation to establish specific zone boundaries, vehicle requirements, and detailed costs.

Subregions:

- North
- Central

Taxicab/Shared Ride Voucher or Reimbursement Program

A reimbursement program would allow riders to use private services such as Uber or Lyft and request reimbursement for the ride. This type of program is beneficial in rural areas with limited transit choices. Apache Junction currently employs a voucher program that could be replicated in neighboring communities such as Queen Creek or Superior.

Subregions:

- Recommended for all subregions.

Volunteer Driver Program

Expand or start new volunteer driver programs to fill in service gaps.

Subregions:

- Recommended for all subregions.

Fixed Route Expansion

Expansion of routes or service days and hours of existing fixed-route service. For example, the City of Coolidge operates CART service in the Central Subregion while GRIC operates in the West Subregion. These operators could serve additional riders through expanding existing routes, adding new routes, or by providing service later in the day.

Subregions:

- West
- Central

Private Company Partnerships

There are opportunities to partner with private Transportation Network Companies (TNCs) and software providers to fill in service gaps. Examples include Onward Rides, which partners directly with transit agencies, senior centers, and hospitals/medical facilities to coordinate rides more efficiently. UZURV is an adaptive TNC that partners with public entities to provide rides. Public agencies can contract with UZURV to provide service in an area, similar to Uber and Lyft. The agency would pay for this service on a cost per trip basis. UZURV typically supplements existing paratransit programs but could also start from the basis for a new transportation service. UZURV provides ADA training and drug and alcohol testing to meet FTA requirements, so federal funds can be used to fund this service.

Enhancing technology for current providers in the region through private partnerships would improve service delivery, data collection, and reporting. This technology could take the form of CAG or Pinal County procuring routing and trip scheduling Software as a Service (SaaS). This software would improve the efficiency of trip scheduling for providers like On-the-Go Express.

Subregions:

- North
- East
- West
- Central



5.2.2 Capital and Administrative Recommendations

Americans with Disabilities Act-Compliant Vehicles

Replace ADA-compliant vehicles that have met their useful life.

Subregions:

- Recommended for all subregions.

Provide Marketing and Administrative Resources

Provide marketing and advertising materials to help current providers. This recommendation includes providing additional resources to support agencies in applying for funding, completing FTA requirements, and applying for reimbursements. Coordinate with MAG to update the azrideinfo.com webpage with providers in Pinal County.

Subregions:

- Recommended for all subregions.

Improve Customer Service

Reduce the length of reservation windows and waiting times for pickup. Other improvements to customer service include services for hearing/vision-impaired and LEP populations through the implementation of a shared language line service.

Subregions:

- Recommended for all subregions.

5.2.3 Coordination with Other Agencies and Additional Planning Studies

Coordination with Other Agencies

Existing and future services should coordinate with Valley Metro in the North Subregion and Sun Tran in the South Subregion to identify potential transfer points for Pinal County residents to transfer between 5310 providers in Pinal County to the Valley Metro or SunTran systems. Providers in the CAG region could facilitate trips to destinations such as the Apache Junction Active Adult Center, where passengers could then connect to Maricopa County services. In addition, CAG can coordinate with MAG to understand service among demand response providers in neighboring counties. This recommendation may take the form of coordinating certain types of trips, like medical trips for veterans or coordinating trips that cross county borders.

Subregions:

- Recommended for all subregions.

Additional Planning Studies

Develop a mobility study for specific communities located in the MAG Planning area to identify potential transit options. In the Central Subregion, coordinate with the Coolidge Short Range Transit Study to evaluate the potential for a new service in Eloy and expansion of Cotton Express.

Subregions:

- North
- West
- Central

Figure 15: Example of Specific Area Plan



Source: MAG

6. FINANCIAL GAP ANALYSIS

This section provides high-level costing information based on the subregion service recommendations, identifies gaps in existing funding, and identifies new funding sources. This section also prioritizes the subregion recommendations based on the feasibility and ease of implementation, and whether additional funding is needed. This section also outlines five priorities to close identified funding gaps.

6.1 Costing for Subregion Recommendations

This section provides high-level costing information based on recommendations outlined in the Subregion Recommendations and Prioritization section. The costing information is based on examples of programs throughout the state, National Transit Database (NTD) data, as well as additional research and information gathered from private companies.

6.1.1 Service Recommendations

Microtransit

The costs associated with a microtransit program include software, hardware, operations, and vehicles.

- **Software:** The cost for microtransit software can range significantly, depending on factors like the complexity of the system, the features included, and the chosen software model. Software costs typically include a start-up cost, annual costs, and per vehicle costs. **Table 4** provides cost ranges for microtransit software components.

Table 4: Microtransit Software Costs

Cost Category	Software Costs
Start-Up Costs	\$10,000-\$35,000
Annual Costs	\$5,000-\$10,000
Per Vehicle Costs (on a monthly basis)	\$500-\$1,500 per vehicle

Source: Online Research

- **Hardware:** Driver tablets are also required for each vehicle and can range from \$200 to \$500 each, plus ongoing data plan subscriptions.
- **Operations:** The annual cost of a microtransit program can vary based on the size of the microtransit area and the number of vehicles in service. **Table 5** has four Arizona examples and the cost per hour of each service to show a range of operational costs.

Table 5: Demand Response Operating Amounts

Location	Cost per Hours	Annual Operating
City of Maricopa	\$212.81	\$181,103
Town of Prescott Valley	\$119.58	\$653,970
City of Peoria * Includes paratransit	\$198.11	\$1,395,876
Mountain Line Flagstaff * Includes paratransit	\$118.36	\$682,362
Average	\$162.21	\$728,327

Source: FY23 NTD Data for Demand Response Services

- **Vehicles:** The cost of a vehicle can differ depending on whether the vehicle is purchased or leased, the size, and whether it is wheelchair accessible or ambulatory. A popular microtransit vehicle is a Ford Transit van, which can range from \$50,000 for ambulatory to \$100,000 for wheelchair accessible.

Subregions:

- North
- Central

Taxicab/Shared Ride Voucher and Mileage Reimbursement Program

The cost of a taxi voucher or reimbursement program can vary based on the program parameters, for example, how much money can be reimbursed for one trip, the monthly limit per person, the percentage reimbursed, and the eligibility of the program.

- Apache Junction Ride Reimbursement Program reimburses up to \$100 per person per month for trips to medical appointments.
- The Mountain Line Taxi Program in Flagstaff, Arizona, issues credit cards to paratransit riders, and these credit cards can have up to \$300 per person per month to pay for taxi or Uber/Lyft trips. The FY24 cost per trip was \$28.63.

Table 6: Taxicab Voucher and Reimbursement

Location	Monthly Reimbursements
Apache Junction	\$100/person per month
Mountain Line, Flagstaff	\$300/person per month Rider pays 20%, Mountain Line pays 80%

Subregions:

- Recommended for all subregions.

Volunteer Driver Program

Costs can vary depending on whether the volunteer driver program provides a daily rate, plus a mileage reimbursement. The typical Internal Revenue Service standard mileage rate for charitable purposes is \$0.14 per mile. Any mileage reimbursement exceeding \$0.14 per mile is considered taxable income for the volunteer.

- The Northern Arizona University (NAU) Senior Companion Program offers a tax-free stipend of \$4.00 per hour and mileage reimbursements to its senior volunteers.
- Verde Valley Caregivers Coalition encourages volunteers to work at least 3 days per week and are offered \$60/day plus mileage for Verde Valley trips and \$80/day plus mileage for long-distance trips to Flagstaff, Prescott, and Phoenix.

Table 7: Volunteer Driver Reimbursement

Organization	Reimbursement
NAU	\$4/hour+mileage
Verde Valley Caregivers Coalition	\$60/day (local) + mileage \$80/day (long distance) + mileage

Subregions:

- Recommended for all subregions.

Fixed-Route Services

The costs for fixed-route service can vary based on vehicle type, the number of service hours, and the overhead costs that are included in the cost per hour. On average, fixed-route service has a lower cost per hour compared to microtransit. However, this is only true where the service operates in an area that has high enough density to support fixed-route transit. The following table has four examples of rural Arizona fixed-route services and the cost per hour of each service to show a range of operational costs. The City of Coolidge (via CART) operates in the Central Subregion, and the GRIC operates in the West Subregion.

Table 8: Fixed-Route Operating Amounts

Location	Cost per Hour	Annual Operating
City of Coolidge	\$76.86	\$884,309
GRIC	\$197.96	\$548,309
City of Douglas	\$35.52	\$413,356
City of Show Low	\$99.17	\$1,046,356
Average	\$102.37	\$722,967

Source: FY23 NTD Data for Bus Services

Subregions:

- West
- Central

Private Company Partnerships

The cost of partnering with a private company can vary based on the type of service or product that is included in the partnership, the service parameters, and each company's individual rates.

- Onward Rides: Companion Ride is an alternative TNC solution that provides door-to-door service operated by FTA-compliant (drug-tested and first aid certified) drivers. There are several variables that contribute to the cost of this service, such as service hours, ride volume, geographic coverage, and level of passenger assistance. Cost estimates for Onward Rides' services are in [Table 9](#).

Table 9: Onward Rides Cost Estimates

Partnerships	Onward Cost Estimates
Companion Rides (5 to 10-mile range)	\$30-\$38 per trip
Uber/Lyft Partnership	\$15-\$25 per trip
Wheelchair Accessible Vehicle Trips	\$55-\$75 per trip
Software / AI Call Center	Cost depends heavily on the scope of work (cost will be similar to microtransit)

Source: Provided by Onward Rides as a high level estimate

Subregions:

- North
- East
- West
- Central

6.1.2 Meet Capital & Administrative Needs

Americans with Disabilities Act-Compliant Vehicles

The costs of ADA-compliant vehicles vary based on the vehicle size and model. Vehicle prices are based on the ADOT's vehicle procurement contract with bus and van dealers. [Table 10](#) lists vehicle prices documented in ADOT's FY24 Section 5310 awards.

Table 10: ADA Vehicle Unit Costs

Vehicle Type	Cost per Vehicle
14 passenger cutaway with lift	\$158,662
9 passenger cutaway with lift	\$149,702
Minivan with ramp	\$107,484

Source: Arizona Department of Transportation (FY2024)

Subregions:

- Recommended for all subregions.

Provide Marketing and Administrative Resources

As part of the **Information Gap Analysis**, AECOM developed marketing materials for the Coordinated Mobility service providers, an informational sheet with all the transportation providers in Pinal County, and a Section 5310 Checklist that details the requirements and application process for that funding program. CAG can coordinate with Pinal County and the Coordinated Mobility service providers to distribute these materials. Coordinate with MAG to update the azrideinfo.com webpage with providers in Pinal County.

Subregions:

- Recommended for all subregions.

Improve Customer Service

- Reducing the length of reservation windows and pickup waiting times will often require additional operational dollars. For example, the cost of adding a vehicle will be based on the agency's cost per hour and the costs of procuring a vehicle (if necessary).
- Improving customer service for hearing/vision-impaired and LEP populations can also differ based on the language, urgency, call volume, and length of the call. The cost of phone-based language translation services can range from \$1.25 to \$3 per minute.

Subregions:

- Recommended for all subregions.

6.1.3 Coordination with Other Agencies

The costs associated with these coordination efforts include agency staff time and can be assumed through CAG's existing Section 5310 Mobility Management budget. These coordination efforts can be agenda topics at future Gila-Pinal Rides Coordination Committee meetings to discuss the ability to implement some of these solutions.

Subregions:

- Recommended for all subregions.

6.1.4 Additional Planning Studies

The cost of a planning-level study can vary depending on the scope and size of the study. These planning efforts can be funded through Section 5305 transit planning funds. Both COGs and MPOs are eligible for this funding, and this funding comes out annually.

Subregions:

- North
- West
- Central

6.2 Existing Funding Gaps

The main source of federal funding is Section 5310, funding from the FTA that is passed through to ADOT for program administration. These transportation providers and CAG are subrecipients to ADOT and must comply with ADOT's process and requirements.

The following are the primary gaps in existing funding:

- Section 5310 is a reliable source of funding but is overprescribed and has more funding requests than available funding.
- Operation funding is especially needed to fill in new services or expansion of existing services, and it is often harder to obtain.
- Most Section 5310 funding (55 percent) goes to capital requests; only 35 percent goes to funding operating costs.
- Section 5310 operating funding prioritizes transportation programs that serve the general public (not agency-specific clientele).
- Funding from the Department of Economic Security and AHCCCS can help supplement a service but can be a challenging funding source for new or expanded services.
- Fares and donations can help supplement operations, but do not provide enough funding to be the sole source and would not provide funding for the expansion of services.

To fill the transportation gaps and establish new transportation programs as recommended in the **Subregion Recommendations and Prioritization** section, new funding sources are needed. The following section will outline new funding opportunities.



6.3 Funding Opportunities

Most grant opportunities at the federal and state levels fund capital projects, such as vehicle or software procurement. There are very few ongoing grant programs that fund the operation of programs. For nonprofits, the only federal grant program for operations is Section 5310, which is overprescribed and focuses on funding existing programs (rather than expansion). To fund the operations of new or expanded programs, an increase in general fund dollars or donations would be required. There are several federally funded pilot programs, such as the Innovative Coordinated Access and Mobility (ICAM) Pilot

Program or the Advanced Transportation Technology and Innovation (ATTAIN) Program, that could fund some of the subregion service recommendations. However, ongoing funding after the pilot period will be needed to sustain the new transportation program. The benefit of this type of funding is that a pilot can provide important information and help plan and forecast costs for a permanent program. **Table 11** summarizes the potential new funding opportunities. **Table 12** summarizes the transportation recommendations identified for each subregion and pairs them with eligible funding sources.

Table 11: Summary of New Funding Opportunities

	Planning	Operating	Capital	Timeline	Eligibility
Arizona Tax Credits to QCOs	✓	✓	✓	Annual	Qualifying Charitable Organization (QCO)
Section 5339			✓	Annual	Existing 5307 and 5311 transit providers
Section 5311	✓	✓	✓	Every 2 years	Local governments, nonprofits, and Tribal governments. Under 50,000 people
Section 5307	✓	✓	✓	Annual	Designated recipient. Over 50,000 people
Section 5305	✓			Annual	COGs and MPOs
Carbon Reduction Program		✓	✓	Annual	States and MPOs
ICAM Pilot Program			✓	Annual-one time pilot	State departments of transportation, local governments, and public transit providers
ATTAIN Program			✓	Annual-one time pilot	State and local governments, transit agencies, MPOs, and academic institutions

Table 12: Vehicle Type Subregion Recommendations with Funding Opportunities

	Microtransit	Taxicab/ Shared Ride Voucher	Volunteer Driver Program	Fixed-Route Services	Private Company Partnerships	ADA- Compliant Vehicles	Coordination	Planning
Section 5310 – Operations and Capital	✓	✓	✓		✓	✓		
Section 5310 – Mobility Management							✓	
Other funding sources – General fund, fares, donations, and Arizona Tax Credits to QCOs	✓	✓	✓	✓	✓	✓	✓	✓
Section 5339	✓					✓		
Section 5311	✓			✓	✓			✓
Section 5307	✓			✓	✓			✓
Section 5305								✓
Carbon Reduction Program	✓	✓		✓	✓			
ICAM Pilot Program	✓	✓	✓		✓			
ATTAIN Program	✓	✓			✓			

6.4 Prioritization and Action Items

This section prioritizes the subregion recommendations based on the feasibility and ease of implementation, and if additional funding is needed. For example, the short-term action items include coordination and planning-level recommendations, which can be completed in the existing Mobility Management budget or with the addition of planning-level funds through Section 5305. The mid-term action items include pursuing additional funding or expanding upon existing services, and long-term action items include starting new services, such as partnering with private companies. However, each subregion is unique, and some services can be implemented more quickly in one subregion than in another.

6.4.1 North Subregion

The North Subregion includes the communities of Apache Junction, San Tan Valley, Queen Creek, and other towns. It includes eight 5310 providers and major destinations such as senior, medical, and shopping centers.

Short-Term Action Items

- Conduct a detailed mobility study for Apache Junction and/or San Tan Valley. This study should include transit feasibility, governance structure, and funding mechanisms. This study can be completed in coordination with MAG or by applying for Section 5305 funding.
- Begin coordination efforts with Valley Metro to identify potential transfer points between 5310 providers in Pinal County and the Valley Metro system.
- Coordinate with MAG to understand the service among demand response providers in neighboring counties.
- Continue to monitor ADA-compliant vehicle inventory and recommend replacement.
- Provide marketing and advertising materials to help current Coordinated Mobility service providers increase their ridership.
- Provide additional resources to support agencies in applying for funding, completing FTA requirements, and applying for reimbursements.
- Expand the Apache Junction Ride Reimbursement Program by increasing the monthly limit and share this program model with nearby communities such as San Tan Valley and Queen Creek.
- Coordinate with MAG to update the azrideinfo.com webpage with providers in Pinal County.

Mid-Term Action Items

- Pursue alternative funding sources to fund service expansion or implement pilot programs.
- Implement findings from the detailed mobility study, such as microtransit in Apache Junction.
- Extend the hours and days of service beyond 4:00 PM and weekday-only service for existing services such as On-the-Go Express.

- Expand mobility providers' eligibility to serve more trip purposes and customers.
- Reduce the length of reservation windows and waiting times for pickup.
- Improve customer service for hearing/vision-impaired and LEP populations through the implementation of a shared language line service.
- Launch a CAG or Pinal County website and regularly update it with resources and providers' contact information.

Long-Term Action Items

- Implement additional Private Company Partnerships, such as combining all mobility providers on a single platform and/or brokering trips to multiple service providers to expand the service area or service days and times.

6.4.2 South Subregion

The South Subregion is the least populated of the proposed subregions and has a small number of major destinations. It does not include any senior centers or medical providers.

Short-Term Action Items

- Coordinate with PAG to understand the service among demand response providers in neighboring counties.
- Coordination with Sun Tran to identify potential transfer points for Pinal County residents between 5310 providers would improve overall connectivity and access.
- Continue to monitor ADA-compliant vehicle inventory and recommend replacement.
- Enhance education and share information about existing services.
- Coordinate with MAG to update the azrideinfo.com webpage with providers in Pinal County.

Mid-Term Action Items

- Expand the volunteer driver program by working with current 5310 providers, such as Give-a-Lift, to identify a champion to coordinate a subregion volunteer driver program that could supplement current programs and allow for expansion of services and travel areas.
- Reduce the length of reservation windows and waiting times for pickup.
- Improve customer service for hearing/vision-impaired and LEP populations through the implementation of a shared language line service.

Long-Term Action Items

- Develop a taxicab/shared ride voucher and mileage reimbursement program similar to the Apache Junction Ride Reimbursement Program.

6.4.3 East Subregion

Saddlebrook is the most populated town in the East Subregion with 12,014 residents. The subregion has two senior centers and a few medical facilities. Six Coordinated Mobility service providers currently provide service in this subregion.

Short-Term Action Items

- Coordinate with the Gila-Pinal Rides Coordination Committee to understand service among demand response providers in neighboring counties.
- Continue to monitor ADA-compliant vehicle inventory and recommend replacement.
- Enhance education and share information about existing services.
- Coordinate with MAG to update the azrideinfo.com webpage with providers in Pinal County.

Mid-Term Action Items

- Expand the volunteer driver program by working with current 5310 providers to identify a champion to coordinate a subregion volunteer driver program that could supplement current programs and allow for expansion of services and travel areas.
- Expand mobility providers' eligibility to serve more trip purposes and customers.
- Launch a CAG or Pinal County website and regularly update it with resources and providers' contact information.

Long-Term Action Items

- Extending hours and days of service beyond 4:00 PM and weekday-only service for existing services such as On-the-Go Express.
- Partner with private TNCs and software providers to fill in service gaps.
- Develop a taxicab/shared ride voucher and mileage reimbursement program similar to the Apache Junction Ride Reimbursement Program.

6.4.4 West Subregion

The West Subregion contains eight current 5310 providers and existing fixed-route transit providers. The subregion also includes two senior centers and several key medical destinations.

Short-Term Action Items

- Coordinate with Valley Metro to include neighboring communities in Maricopa County regarding fixed-route and on-demand transit services like ADA Paratransit and RideChoice.
- Coordinate with Valley Metro to identify potential transfer points for Pinal County residents between 5310 providers in Pinal County and the Valley Metro system.
- Coordinate transfers between 5310 providers and public transit providers, such as between the Opportunity Tree with existing MET service in Maricopa.

- Coordinate with MAG to understand the service among demand response providers in neighboring counties.
- Continue to monitor ADA-compliant vehicle inventory and recommend replacement.
- Enhance education and share information about existing services.
- Coordinate with MAG to update the azrideinfo.com webpage with providers in Pinal County.

Mid-Term Action Items

- Pursue alternative funding sources to fund service expansion or implement pilot programs.
- Improve customer service for hearing/vision-impaired and LEP populations through the implementation of a shared language line service.
- Develop a taxicab/shared ride voucher and mileage reimbursement program similar to the Apache Junction Ride Reimbursement Program.
- Launch a CAG or Pinal County website and regularly update it with resources and providers' contact information.

Long-Term Action Items

- Extend the hours and days of service for existing services such as MET and Gila River Transit.
- Reduce the length of reservation windows and waiting times for pickup.
- Look into additional Private Company Partnerships, such as combining all mobility providers on a single platform and/or brokering trips to multiple service providers to expand the service area or service days and times.

6.4.5 Central Subregion

The Central Subregion is the most populous subregion and includes Casa Grande and Coolidge, which both have transit systems, and Florence, which has two volunteer driver programs for Florence residents. There are four senior centers and several medical providers.

Short-Term Action Items

- Coordinate with the Coolidge Short Range Transit Study to evaluate the potential for a new service in Eloy and expansion of Cotton Express.
- Coordinate service among demand response providers in neighboring counties.
- Coordinate transfers between 5310 providers and public transit providers, such as between Horizon Health and Wellness locations in Casa Grande with CG Link and CART.
- Enhance education and share information about existing services.
- Coordinate with MAG to update the azrideinfo.com webpage with providers in Pinal County.

- Evaluate the potential for new demand response or fixed-route service in Eloy to provide local service and connectivity to nearby fixed-route services, such as the CART service. This can be pursued through Section 5305 funding.
- Evaluate the potential for expansion of the Cotton Express system in Coolidge. This can be pursued through Section 5305 funding.
- Continue to monitor ADA-compliant vehicle inventory and recommend replacement.

Mid-Term Action Items

- Coordinate with Honor Health in Florence to discuss a potential partnership with Onward Rides.
- Procure a routing and trip scheduling SaaS to improve the efficiency of trip scheduling for providers like Dorothy Nolan Senior Center, CACDD, and HOPE, Inc. There may be opportunities to coordinate with CG Link's microtransit software and add 5310 providers to that platform so trips can be brokered to these providers to fill service gaps.
- Coordinate with Give-a-Lift to expand the volunteer driver program (including training) that could supplement current programs and allow for expansion of services and travel areas. Support Give-a-Lift expansion through enhancing marketing and outreach to reach new potential volunteer drivers.
- Improve customer service for hearing/vision-impaired and LEP populations through the implementation of a shared language line service.
- Launch a CAG or Pinal County website and regularly update it with resources and providers' contact information.

Long-Term Action Items

- Extend hours and days of service for existing fixed-route and nonprofit 5310 providers.
- Reduce the length of reservation windows and waiting times for pickup.

6.5 Priority Items to Close the Funding Gap

Closing the funding gap will be challenging and will require participation among multiple partners in the region.

1

The first priority is for CAG to utilize the resources produced through the Information Gap task. Utilize the Coordinated Mobility service provider one-pagers and the comprehensive transportation resource list to advertise to senior centers, medical centers, and senior living facilities. This task can be coordinated with Pinal County and discussed in Gila-Pinal Rides Coordination Committee meetings on ideas for advertising. These resources can also be added to CAG and Pinal County's websites.

2

The second priority is to focus on the coordination efforts identified in this plan and discuss priorities among jurisdictions. This priority also includes participating in funding-level conversations with MAG, CAG, and the SCMPO and discussing priorities.

3

The third priority is to coordinate with agencies for initiating planning studies. If funding is not available from partners, apply for Section 5305 funding when the Notice of Funding Available is released in fall 2025 for a specific geographic area in Pinal County. This area can include San Tan Valley, Florence, or Apache Junction. These plans can provide additional details regarding specific funding mechanisms for that city or town. For example, there can be discussions with city or town leadership regarding funding public transit through the city or town's general fund and dive deeper into funding mechanisms, such as a dedicated sales tax or a property tax increase for local match.

4

The fourth priority is to begin conversations with the SCMPO and the transit providers in the region to discuss a pilot program through a Private Company Partnership. These conversations will include defining roles and responsibilities, and defining the goals of a pilot. There are several options, which include expanding upon Onward Ride's partnership with Honor Health in Florence, utilizing MET's or CG Link's existing microtransit software, and incorporating 5310 services and/or Uber/Lyft to broker trips. There are two federal funding sources that would fund such a pilot, so CAG can begin conversations now with potential partners and iron out the details.

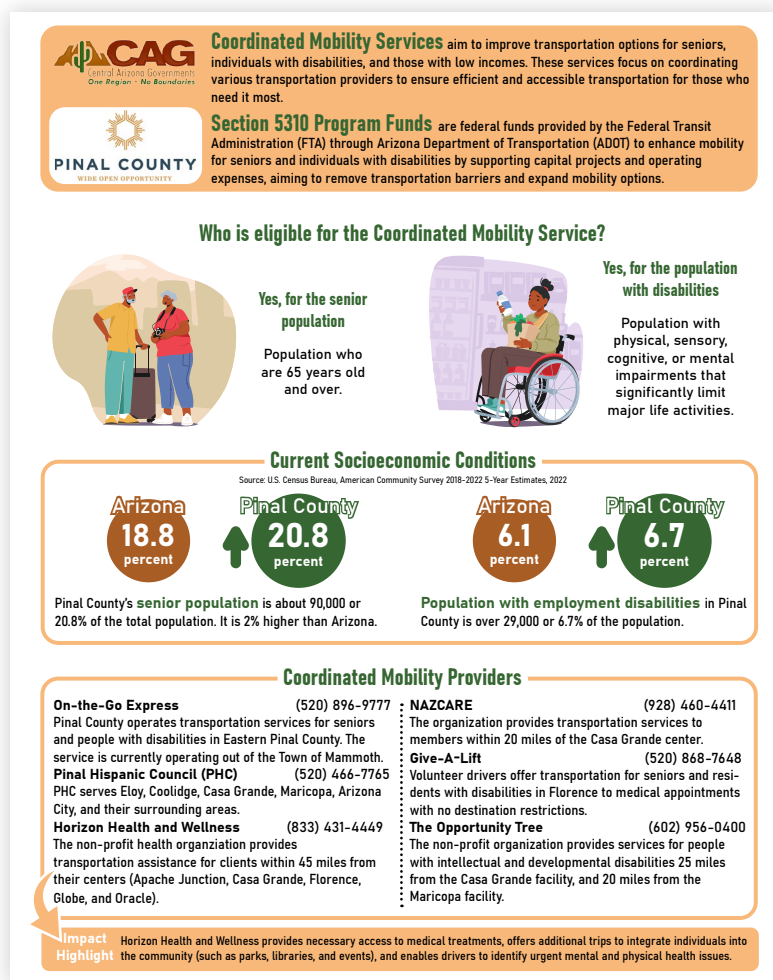
5

The final priority is to actively participate in the Pinal Regional Transportation Authority discussion regarding a region-wide transportation tax. Having a robust transportation tax for the region will provide the greatest amount of funding to enhance public transportation and fill in service gaps identified in this study. It is recommended for CAG to advocate for the revenues to be used to fund existing and new transit services, and advocate for more of the funding for transit.

7. INFORMATION GAP ANALYSIS

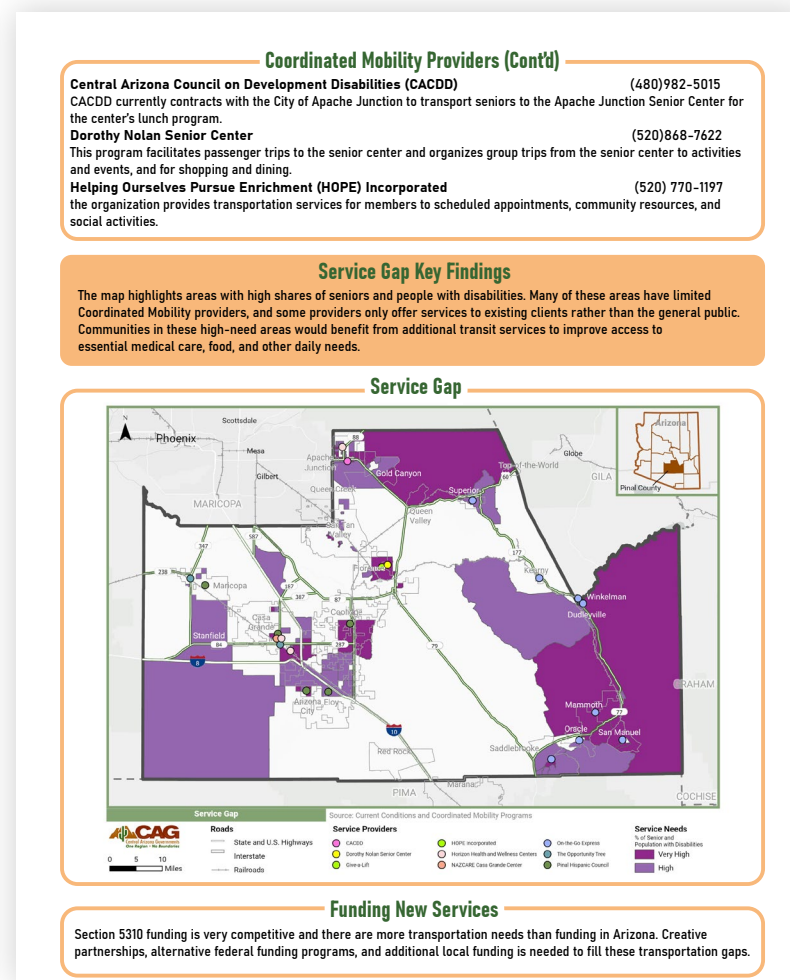
Several deliverables were developed to address the information gaps identified in this study. The goal of this analysis is to bridge the technical gap of the Section 5310 grant program for existing and new providers, provide existing Coordinated Mobility providers with marketing materials to reach more people, and to inform elected officials and the general public about Coordinated Mobility services. This analysis includes providing current Coordinated Mobility providers with the tools to disseminate information about their services, informing elected officials on the Section 5310 program and Coordinated Mobility services through the development of a Factsheet, and developing tools for CAG staff to provide new and reoccurring Section 5310 grant applicants with the understanding of how to apply for this grant program and the ongoing grant requirements.

Figure 16: Factsheet example



7.1 Factsheet

A Coordinated Mobility Factsheet was developed to provide information regarding the Section 5310 grant program, key service gaps in the region, propensity of older adult and people with disabilities, and Coordinated Mobility providers in Pinal County. This Factsheet can be disseminated to elected officials and Pinal County leadership to gain more awareness about the existing transportation gaps and the Coordinated Mobility providers.



7.2 Coordinated Mobility Provider's Toolkit

This Toolkit includes a Transportation Resource List, which details the public transit services and Coordinated Mobility service providers in Pinal County, and also marketing “one-pagers” for each Coordinated Mobility provider. These resources can be shared with Pinal County staff and to potential riders of these services, senior centers, and medical facilities to promote these services.

Figure 17: Examples of One-Pager for Coordinated Mobility Providers




Central Arizona Council on Developmental Disabilities (CACDD)

<http://www.cacdd.org/>

- ❑ **Phone:** (480) 982-5015
- ❑ **Service Provided:** Transportation for seniors to the Apache Junction Senior Center for lunch programs.
- ❑ **Service Area:** Transportation for seniors to the Apache Junction Senior Center for lunch programs.
- ❑ **Service Time and Hours:** 6:00 AM - 7:00 PM on weekdays
- ❑ **For Whom:** Seniors aged 55+ or referred by the Arizona Department of Economic Security or CACDD day program members.
- ❑ **How to Schedule:** Contact CACDD directly at (480) 982-5015, or collaborate with local senior networks.





Dorothy Nolan Senior Center

<https://www.florenceaz.gov/senior-center/>

- ❑ **Phone:** (520) 868-7622
- ❑ **Service Provided:** Free transportation to the Dorothy Nolan Senior Center for lunch programs, group trips to activities, events, shopping, and dining.
- ❑ **Service Area:** There are no restrictions on the destination for scheduled trips.
- ❑ **Service Time and Hours:** 8:00 AM - 4:00 PM on weekdays
- ❑ **For Whom:** Populations over 55 years old and people with disabilities living in the Town of Florence.
- ❑ **How to Schedule:** Participants must register with the Town of Florence and schedule rides by phone or in person.



On the Go Express



- ❑ **Phone:** (520) 866-7312
- ❑ **Service Provided:** Pinal County's On the Go Express offers transportation for seniors and disabled residents in Eastern Pinal County, operating from the Town of Mammoth. The service charges \$2 per trip or \$20 monthly.
- ❑ **Service Area:** Apache Junction, Oracle, Saddlebrook, San Manuel, Mammoth, Kearny, Superior.
- ❑ **Service Time and Hours:** 9:00 AM - 3:30 PM on weekdays
- ❑ **For Whom:** Seniors and populations with disabilities in Eastern Pinal County. Arizona Health Care Cost Containment System (AHCCCS) members or Long-Term Care recipients are not eligible for services.
- ❑ **How to Schedule:** Eligible participants can book rides by phone, 72 hours in advance.



7.3 Section 5310 Grant Application and Ongoing Responsibilities Checklist

This document details the Section 5310 requirements to apply for grant funds and the ongoing requirements once grant funds are received. The document provides details regarding how to start applying for grant funds, eligible applicants and activities, and local match requirements. There is a checklist for new applicants, which CAG's Mobility Manager can review with a potential applicant, so they understand the process and all the requirements associated with this funding program. There is a separate checklist that

details the ongoing requirements after grant funding is received. It is important to walk through this process with a new applicant, so they understand the ongoing requirements and in compliance with federal regulations.

Figure 18: Example of Section 5310 Grant Checklist for New Applicants




Section 5310 Grant Application Checklist – New Applicants

Check List	Application Requirement	Description
☐	Attend Gila/Pinal Rides Transportation Coordination Meetings	- Agencies thinking about applying for Section 5310 funding need to participate in Gila/Pinal Rides Transportation Coordination meetings. - Please coordinate with the Zeena Gagnon (zgagnon@cagaz.org), the Mobility Manager for the CAG & SCMPPO regions
☐	COG/MPO Coordinated Plan	- To be eligible to receive Section 5310 funding, the project must be included in a locally adopted Coordinated Plan for the region - CAG has a Human Services Transportation Coordinated Plan, which covers both the CAG and SCMPPO regions. For a project to be included in this plan, please coordinate with the Zeena Gagnon. - If the project is not identified in the Coordinated Plan, the project will not be eligible for 5310 funding
☐	Project Need and Description	Applicants will be required to explain the need of the grant funds and explain about the current programs. Data such as ridership numbers and vehicle mileage will be required
☐	Local match	Agencies must have the required local match amount at the time of the application
☐	Civil Rights	- All recipients of FTA assistance are responsible for compliance with all Civil Rights requirements applicable to transit related projects¹ 5310 applicants must have Equal Employment Opportunity (EEO), Americans with Disabilities Act (ADA), Environmental Justice (EJ), Limited English Proficiency (LEP) and Disadvantaged Business Enterprise (DBE) policies - Applicants must submit a Title VI plan for review and approval prior to receiving 5310 funds. ADOT has a template to develop this plan
☐	Transit Asset Management (TAM) Plan	5310 grant recipients must have a TAM plan which includes a list of all of their vehicles, age, average miles, and ADOT useful life benchmark - The plan must be updated frequently and uploaded in the 5310 grant application
☐	Grant Agreements & Legal Review and Signature	- Each ADOT 5310 grant agreement contains FTA regulation requirements and upon signing, each agency agrees to adhere to terms and conditions contained in the grant agreement - The grant application includes a grant agreement which must be signed by the CEO and legal counsel prior to submitting the grant application

¹ FTA, Civil Rights, <https://www.transit.dot.gov/civilrights>

For more information: ADOT FY2025 Section 5310 Grant Guidebook: <https://azdot.gov/sites/default/files/2025-01/ADOT-FY2025-Coordinated-Mobility-Program-Guidebook.pdf>

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Section 5310 – Ongoing Requirements Capital and Operations

Once funds are awarded, the grant recipient must follow ongoing requirements that are in place for the duration of the life of the capital asset. For example, if an agency receives a vehicle with 5310 funding, the agency must comply to the following requirements for the duration of the life of the vehicle. For additional requirement details, please refer to ADOT's Section 5310 Guidebook.

Check List	Application Requirement	Description
☐	Attend Gila/Pinal Rides Transportation Coordination Meetings	5310 sub-recipients must continue participating in Gila/Pinal Rides Transportation Coordination Meetings. - Sub-recipients need to commit to coordinating with other transportation providers in the area of proposed/existing service with awarded vehicles
☐	5310 Quarterly Performance Reporting	- CAG collects quarterly performance reporting for vehicles used by the sub-recipient even if not purchased with ADOT funding - Data includes the number of one-way passenger trips served, and the geographic areas covered using a vehicle purchased with 5310 funding
☐	Reimbursement Process	- Sub-recipients are required to submit monthly or quarterly reimbursements based on their 5310 award - ADOT encourages the submission of invoices monthly to facilitate timely reimbursement of costs
☐	Transit Asset Management Plan	- Sub-recipients need to continue updating their TAM plan - Sub-recipients need to provide their vehicle inventory list to CAG annually and this list will be incorporated into CAG's Coordinated Plan
☐	Civil Rights	- Vehicles must be in a state of good repair and follow their agency's maintenance plan schedule - Applicants and sub-recipients must comply with current Title VI, DBE, EEO, EJ, LEP and ADA regulation requirements - Failure will be treated as a violation of the Grant Agreement
☐	ADOT Insurance Requirements	- Sub-recipients are responsible for acquiring and maintaining current, appropriate insurance on their vehicles and other large capital equipment - ADOT must be listed as the loss payee and additional insured when ADOT is either listed as the vehicle owner or lienholder

ADOT FY2025 Section 5310 Grant Guidebook: <https://azdot.gov/sites/default/files/2025-01/ADOT-FY2025-Coordinated-Mobility-Program-Guidebook.pdf>

4

8. SUMMARY

Pinal County is a predominantly rural county with relatively limited transit services. Service is comprised of nine different fixed routes and an on-demand response service area within Casa Grande. Fixed-route and demand-response transit service is supplemented by nine 5310 Coordinated Mobility providers operating within Pinal County. Fixed-route and demand response services are available within the major population clusters in central Pinal County. Communities near the northern and eastern boundaries of the county do not have public transit service available. Funding, service vehicles, and staffing concerns were equally identified as challenges faced by the Coordinated Mobility providers.



Spatial gaps can be found in the southeastern and southwestern areas of the county. Other areas in north and central Pinal County would benefit from additional services, as these areas have high propensity and medium to low intensity of service.



Communities with both **high** transit propensity (high concentrations of seniors and disabled residents) and **low** service intensity (few existing service providers):

- San Manuel
- Dudleyville
- Saddlebrook
- Mammoth
- Oracle
- Tohono O'odham Nation



Communities with **high** transit propensity include and **medium** service intensity:

- San Tan Valley
- Apache Junction
- Gold Canyon
- Queen Valley
- Superior
- Top-of-the-World
- Arizona City

Five subregions have been proposed to organize transit recommendations:



North



South



East



West



Central

Service recommendations for each subregion were developed and many of these recommendations applied to multiple subregions. Recommendations include:

- Increase coordination with MAG, Valley Metro, or Sun Tran
- Implement or expand microtransit
- Private company partnerships
- Taxicab/shared ride vouchers and mileage reimbursement programs



Expand the volunteer driver program



Improve customer service



Meet capital and administrative needs



Costing information has been provided for each of the subregion recommendations and was developed using examples of other programs throughout the state, NTD data, and additional research and information gathered from private companies. Less expensive recommendations include planning and coordination efforts, while more expensive recommendations include expansion of fixed routes or starting new transit services, like a microtransit program.



Operation funding is especially needed to fill in new services or expansion of existing services and is often harder to obtain. FTA Section 5310 and Section 5311 grant programs typically prioritize funding existing services over new or expanding services. Fares and donations can help supplement operations but likely do not provide enough funding to be the sole source and would likely not provide funding for the expansion of services. To fill the transportation gaps and establish new transportation programs, new funding sources are needed.

Five priorities were identified to close the funding gaps and these include:

- 1 Utilizing the resources produced through the Information Gap Analysis
- 2 Focusing on the coordination efforts identified in this plan and discussing priorities among jurisdictions
- 3 Coordinating with agencies for initiating planning studies and apply for Section 5305 funding
- 4 Beginning conversations with the SCMPO and the transit providers in the region to discuss a pilot program through a Private Company Partnership
- 5 Actively participate in the Pinal RTA discussion regarding a region-wide transportation tax



Fact sheets and promotional materials were developed to address the information gaps identified in this study. This includes providing current Coordinated Mobility providers with the tools to disseminate information about their services, informing elected officials on the Section 5310 program and Coordinated Mobility services, and developing tools for CAG staff to provide new and reoccurring Section 5310 grant applicants with an understanding of how to apply for this grant program and the ongoing grant requirement





☐	Information Only
☒	Motion to Approve

Date: November 20, 2025

To: CAG TTAC Members

From: Steve Abraham, Transportation & Water Quality Planning Director

Subject: CAG FY2026 – FY2030, 5-year Transportation Improvement Program (TIP) Adoption

Recommended Motion:

"I move to forward a recommendation of approval to CAG Management Committee, the proposed CAG FY2026 – FY2030, 5-year Transportation Improvement Program (TIP)".

Summary Discussion

This item is presented as a planning scenario for the 2026-2030, 5-year TIP. After considerable discussion and review the following program is presented for the utilization of the 2030 funds.

Upon availability of the 2030 funds (\$489,144) the proposed project and expenditures are as follows:*

- \$329,144: Gila County Transportation Plan
- \$70,000: City of Globe, Pavement Evaluation Study
- \$70,000: Town of Kearny, Pavement Evaluation Study
- \$20,000: CAG, Work Program Supplement (FY 2027)

In addition, the planning scenario proposes to "loan" the funds forward to FY 2027 to allow the commencement of the project ahead of the 2030 FY. A copy of the TIP is attached for review of this scenario, items under consideration are highlighted in yellow. CAG staff will have a detailed presentation and will present an optimal adoption timeline, potential scenarios for adoption including project selection, and TIP length.

The proposed timeline for adoption is as follows:

- October TTAC meeting: formulation and scenario discussion
- November TTAC meeting formal 5-year TIP Project Identification (recommendation to Management Committee)
- December TTAC meeting (if necessary) 5-year TIP refinement and recommendation
- November -December Mandatory 30 day review period
- January 7th Management Committee meeting
- January 28th Regional Council Adoption
- Opportunities for comment and public participation throughout including a "public meeting" to be held at CAG offices in November.

Fiscal Impacts

TBD, CAG will need to provide a local match for any CAG sponsored projects or any identified Work program tasks A portion of this may be met with in-kind contributions.



TRANSPORTATION IMPROVEMENT PROGRAM - (TIP)

Last Approved by Regional Council on August 27, 2025

Project #	TRACS #	Sponsor	Project Type	Project Name	From	To	Length (Miles)	Lanes Before	Lanes After	Functional Classification	Federal Aid Type	Federal Funds	HURF Funds Needed	HURF Rate Cost	Local Match	Total Project Funds	Remaining Funds
FY 2019																	
PAY 19-01D	T021101D	PAYSON	DESIGN	GRANITE DELLS RD—(GEOMETRIC CORRECTIONS, PAVEMENT LIFT & MARKINGS, BICYCLE LANES)	HWY 260	MUD SPRINGS RD	0.50	2	2	MAJOR COLLECTOR/ MINOR ARTERIAL	STBGP	\$ ———— -	\$ ———— -180,000.00	\$ ———— 20,000.00	\$ ———— --	\$ ———— 200,000.00	\$ ———— (200,000.00)
FY 2023																	
CAG 23-01P		CAG	N/A	REGIONAL TRAFFIC COUNTING - (FY23-27 CONTRACT)	N/A	N/A	N/A	N/A	N/A	N/A	STBGP	\$ 100,000.00	N/A	N/A	\$ 6,044.54	\$ 106,044.54	\$ (100,000.00)
PAY 21-01C		PAYSON	CONSTRUCTION	GRANITE DELLS RD - (GEOMETRIC CORRECTIONS, PAVEMENT LIFT & MARKINGS, BICYCLE LANES)	HWY 260	MUD SPRINGS RD	0.50	2	2	MAJOR COLLECTOR/ MINOR ARTERIAL	HURF	\$ -	\$ 375,444.00	\$ 41,716.00	\$ -	\$ 417,160.00	\$ (417,160.00)
FY 2024																	
				FY 2024 APPORTIONMENT							STBGP						\$ 506,526.00
				FY 2024 OBLIGATION AUTHORITY AMOUNT - ESTIMATE							STBGP						\$ (32,208.00)
				REPAYMENT IN - (ADOT to CAG) - (From FY23)							STBGP						\$ 714,954.86
				REPAYMENT IN - (ADOT to CAG) - (From FY22)							STBGP						\$ 100,374.70
				LOAN OUT - (CAG to ADOT) - (To FY25)							STBGP						\$ (1,035,545.89)
				LOAN OUT - (CAG to ADOT) - (To FY25)							STBGP						\$ (166,666.67)
				TOTAL CREDITS / ADJUSTMENTS - (As of N/A)							STBGP						\$ -
				LOAN OUT (Transfer) - (CAG to ADOT) - (To FY25)							STBGP	\$ 42,435.00					\$ (42,435.00)
CAG 24-02P		CAG	N/A	TECHNOLOGY TRANSFER	N/A	N/A	N/A	N/A	N/A	N/A	STBGP	\$ 10,000.00	N/A	N/A	\$ 604.45	\$ 10,604.45	\$ (10,000.00)
CAG 24-03P		CAG	PLANNING	CAG/ADOT FY24-FY25 WORK PROGRAM SUPPLEMENT	N/A	N/A	N/A	N/A	N/A	N/A	STBGP	\$ 35,000.00	N/A	N/A	\$ 2,115.59	\$ 37,115.59	\$ (35,000.00)
												\$45,000.00	\$0.00	\$0.00	\$2,720.04	\$47,720.04	\$ (0.00)
FY 2025																	
				FY 2025 APPORTIONMENT							STBGP						\$ 532,496.00
				FY 2025 OBLIGATION AUTHORITY AMOUNT - ESTIMATE							STBGP						\$ (33,532.00)
				REPAYMENT IN - (ADOT to CAG) - (From FY24)							STBGP						\$ 1,035,545.89
				REPAYMENT IN - (ADOT to CAG) - (From FY24)							STBGP						\$ 166,666.67
				LOAN IN - (ADOT to CAG) - (From FY26)							STBGP						\$ 216,921.80
				REPAYMENT OUT - (CAG to ADOT) - (GOLDEN HILL ROAD) - (From FY21)							STBGP						\$ (340,244.00)
				REPAYMENT OUT - (CAG to ADOT) - (MAIN STREET) - (From FY21)							STBGP						\$ (137,788.00)
				ADOT Project Credit (T008703D)							STBGP	\$ 3,409.07					\$ 3,409.07
				LOAN IN (Transfer)- (ADOT to CAG) - (From FY24) (T007901R)							STBGP	\$ 42,435.00					\$ 42,435.00
				REPAYMENT OUT - (CAG to ADOT) - (Forest Drive) - (to FY 26)							STBGP	\$ 91,676.67					\$ (91,676.67)
				LOAN OUT (Transfer) - (CAG to ADOT) - (To FY26)							STBGP	\$ 42,435.00					\$ (42,435.00)
PAY 23-01R		PAYSON	ROW	INTERSECTION- W. LONGHORN & S. MCLANE RD —(ROUNDABOUT)— ROW ACQUISITION (T007901R)-	N/A	N/A	N/A	N/A	N/A	MINOR ARTERIAL	STBGP	\$ 42,435.00			\$ 2,565.00	\$ 45,000.00	\$ ————
CAG25-01P		CAG	N/A	Gila County IPTA Transitional Funds	N/A						STBGP	\$ 75,000.00			4533.4	\$ 75,000.00	\$ (75,000.00)
CAG 25-02P		CAG	N/A	TECHNOLOGY TRANSFER	N/A	N/A	N/A	N/A	N/A	N/A	STBGP	\$ 10,000.00			\$ 604.45	\$ 10,604.45	\$ (10,000.00)
CAG 25-03P		CAG	PLANNING	CAG/ADOT FY24-FY25 WORK PROGRAM SUPPLEMENT	N/A	N/A	N/A	N/A	N/A	N/A	STBGP	\$ 28,045.07			\$ 1,695.20	\$ 29,740.27	\$ (28,045.07)
SUP 25-01C		Superior	CONSTRUCTION	MAIN STREET PAVING & STRIPING	N MAGMA AVE	N PINAL AVE	1.24	2	2	R - MAJOR COLLECTOR	HURF	\$ -	\$ 1,114,878.32	\$ 123,875.37	\$ -	\$ 1,238,753.69	\$ (1,114,878.32)
												\$335,435.81	\$0.00	\$0.00	\$9,398.05	\$1,354,098.41	\$ 0.00
FY 2026																	
				FY 2026 APPORTIONMENT							STBGP						\$ 532,496.00
				FY 2026 OBLIGATION AUTHORITY AMOUNT - ESTIMATE							STBGP						\$ (33,352.00)
				REPAYMENT OUT - (CAG to ADOT) - (to FY25)							STBGP						\$ (216,921.80)
				LOAN IN - (ADOT to CAG) - (Forest Drive) - (FROM FY 25)							STBGP	\$ 91,676.67					\$ 91,676.67
				LOAN IN - (ADOT to CAG) - (From FY25)							STBGP	\$ 42,435.00					\$ 42,435.00
SCA 28-01D		SAN CARLOS	DESIGN	BIA 170 - (New Sidewalk)	N/A	N/A	0.35	1	1	MAJOR COLLECTOR	STBGP	\$ 122,590.00	N/A	N/A	\$ 7,410.00	\$ 130,000.00	\$ (122,590.00)

Project #	TRACS #	Sponsor	Project Type	Project Name	From	To	Length (Miles)	Lanes Before	Lanes After	Functional Classification	Federal Aid Type	Federal Funds	HURF Funds Needed	HURF Rate Cost	Local Match	Total Project Funds	Remaining Funds
PAY26-01D		PAYSON	DESIGN	W. FOREST DR - (MULTI-USE PATH / SIDEWALK)	N. MCLANE RD	SR 87	0.41	2	2	MAJOR COLLECTOR	STBGP	\$247,066.00		\$-	\$14,934.00	\$262,000.00	\$ (247,066.00)
CAG 26-02P		CAG	N/A	TECHNOLOGY TRANSFER	N/A	N/A	N/A	N/A	N/A	N/A	STBGP	\$10,000.00	N/A	N/A	\$604.45	\$10,604.45	\$ (10,000.00)
				LOAN IN - (ADOT to CAG) - (From FY27) - (NOT YET PROCESSED)							STBGP	\$30,593.13					
PAY 23-01R		PAYSON	ROW	INTERSECTION: W. LONGHORN & S. MCLANE RD - (ROUNDABOUT) - ROW ACQUISITION (T007901R)	N/A	N/A	N/A	N/A	N/A	MINOR ARTERIAL	STBGP	\$42,435.00			\$2,565.00	\$45,000.00	
CAG 26-03P				CAG/ADOT FY26-FY27 WORK PROGRAM SUPPLEMENT	N/A	N/A	N/A	N/A	N/A	N/A	STBGP	\$14,000.00			\$846.24	\$14,846.24	\$ (14,000.00)
				REPAYMENT OUT - (CAG to ADOT) - (TO FY28 Forest Drive Const.) - (NOT YET PROCESSED)							STBGP	\$22,677.87					\$ (22,677.87)
												\$513,767.67	\$0.00	\$0.00	\$22,948.45	\$402,604.45	\$ -
FY 2027																	
				FY 2027 APPORTIONMENT							STBGP						\$ 532,496.00
				FY 2027 OBLIGATION AUTHORITY AMOUNT - ESTIMATE							STBGP						\$ (33,352.00)
				REPAYMENT OUT - (CAG to ADOT) - (TO FY28) - (NOT YET PROCESSED)							STBGP	\$433,724.87					\$ (433,724.87)
				REPAYMENT OUT - (CAG to ADOT) - (TO FY26) - (NOT YET PROCESSED)							STBGP	\$30,593.13					\$ -
				LOAN IN - (ADOT TO CAG to ADOT) - (From FY30) - (NOT YET PROCESSED)							STBGP	\$489,144.00					\$ 489,144.00
				Gila County Transportation Plan							STBGP	\$329,144.00			\$19,895.24	\$349,039.24	\$ (329,144.00)
				City of Globe Pavement Assessment Study							STBGP	\$70,000.00			\$4,231.18	\$74,231.18	\$ (70,000.00)
				Town of Kearny Pavement Assessment Study							STBGP	\$70,000.00			\$4,231.18	\$74,231.18	\$ (70,000.00)
CAG 26-03P				CAG/ADOT FY27-FY28 WORK PROGRAM SUPPLEMENT	N/A	N/A	N/A	N/A	N/A	N/A	STBGP	\$20,000.00			\$1,208.91	\$21,208.91	\$ (20,000.00)
CAG 27-02P		CAG	N/A	TECHNOLOGY TRANSFER	N/A	N/A	N/A	N/A	N/A	N/A	STBGP	\$10,000.00	N/A	N/A	\$604.45	\$10,604.45	\$ (10,000.00)
												\$1,452,606.00	\$0.00	\$0.00	\$604.45	\$10,604.45	\$ 55,419.13

Project #	TRACS #	Sponsor	Project Type	Project Name	From	To	Length (Miles)	Lanes Before	Lanes After	Functional Classification	Federal Aid Type	Federal Funds	HURF Funds Needed	HURF Rate Cost	Local Match	Total Project Funds	Remaining Funds
FY 2028																	
FY 2028 APPORTIONMENT												STBGP					\$ 532,496.00
FY 2028 OBLIGATION AUTHORITY AMOUNT - ESTIMATE												STBGP					\$ (33,352.00)
LOAN IN - (ADOT TO CAG to ADOT) - (From FY27) - (NOT YET PROCESSED)												STBGP	\$ 433,724.87				\$ 433,724.87
LOAN IN - (ADOT TO CAG to ADOT) - (From FY29) - (NOT YET PROCESSED)												STBGP	\$ 214,913.36				\$ 214,913.36
LOAN IN - (ADOT TO CAG to ADOT) - (From FY26) - (NOT YET PROCESSED)												STBGP	\$ 22,677.87				\$ 22,677.87
CAG 29-01P		CAG	N/A	REGIONAL TRAFFIC COUNTING - (FY28-32 Contract) - (Not Yet Executed)	N/A	N/A	N/A	N/A	N/A	N/A	STBGP	\$ 100,000.00	N/A	N/A	\$ 6,044.54	\$ 106,044.54	\$ (100,000.00)
CAG 28-02P		CAG	N/A	TECHNOLOGY TRANSFER	N/A	N/A	N/A	N/A	N/A	N/A	STBGP	\$ 10,000.00	N/A	N/A	\$ 604.45	\$ 10,604.45	\$ (10,000.00)
PAY 29-01C		PAYSON	CONSTRUCTION	W. FOREST DR - (MULTI-USE PATH / SIDEWALK)	N. MCLANE RD	SR 87	0.41	2	2	MAJOR COLLECTOR	STBGP	\$ 1,012,956.23			\$ 61,228.53	\$ 1,074,184.76	\$ (1,012,956.23)
W. Forest Drive Supplemental Funds												\$ 22,677.87					\$ (22,677.87)
												\$1,022,956.23	\$0.00	\$0.00	\$61,832.98	\$1,084,789.21	\$ 24,826.00
FY 2029																	
FY 2029 APPORTIONMENT												STBGP					\$ 532,496.00 #
FY 2029 OBLIGATION AUTHORITY AMOUNT - ESTIMATE												STBGP					\$ (33,352.00) #
REPAYMENT OUT - (CAG to ADOT) - (TO FY28) - (NOT YET PROCESSED)												STBGP	\$ (214,913.36)				\$ (214,913.36)
CAG 29-02P		CAG	N/A	TECHNOLOGY TRANSFER	N/A	N/A	N/A	N/A	N/A	N/A	STBGP	\$ 10,000.00	N/A	N/A	\$ 604.45	\$ 10,604.45	\$ (10,000.00) #
SCA 30-01C		SAN CARLOS	CONSTRUCTION	BIA 170 - (New Sidewalk)	N/A	N/A	0.35	1	1	MAJOR COLLECTOR	STBGP	\$ 249,404.64	N/A	N/A	\$ 15,075.36	\$ 264,480.00	\$ (249,404.64) #
												\$259,404.64	\$0.00	\$0.00	\$15,679.81	\$275,084.45	\$24,826.00 #
FY 2030																	
FY 2030 APPORTIONMENT												STBGP					\$ 532,496.00 #
FY 2030 OBLIGATION AUTHORITY AMOUNT - ESTIMATE												STBGP					\$ (33,352.00) #
CAG 30-02P		CAG	N/A	TECHNOLOGY TRANSFER	N/A	N/A	N/A	N/A	N/A	N/A	STBGP	\$ 10,000.00	N/A	N/A	\$ 604.45	\$ 10,604.45	\$ (10,000.00) #
REPAYMENT OUT - (CAG to ADOT) - (TO FY27) - (NOT YET PROCESSED)												STBGP	\$ 489,144.00				\$ (489,144.00)
												\$499,144.00	\$0.00	\$0.00	\$604.45	\$10,604.45	\$ - #
HIGHWAY SAFETY IMPROVEMENT PROJECTS																	
SCA 21-01D	T031301D	SAN CARLOS	DESIGN	WHITE MTN AVE (BIA 10); BIA 170 - 5,000' NORTH	WHITE MTN (BIA 10)	BIA 170 - 5,000' NORTH	0.95	2	2		HSIP - FY21	\$ 300,000.00	N/A	N/A	\$	\$ 300,000.00	
SCA 22-01C	T031301C	SAN CARLOS	CONSTRUCTION	WHITE MTN AVE (BIA 10); BIA 170 - 5,000' NORTH	WHITE MTN (BIA 10)	BIA 170 - 5,000' NORTH	0.95	2	2		HSIP - FY24	\$ 678,611.38	N/A	N/A	\$	\$ 678,611.38	
GIL 23-02D	T039101D	GILA COUNTY	DESIGN	HOUSTON MESA ROAD - (PAVED SHOULDERS W/ EL & CL RUMBLE STRIPS)	SR 87	0.4 MILES SOUTH OF NF 198	4.50				HSIP - FY23	\$ 178,227.00	N/A	N/A	\$ 10,773.00	\$ 189,000.00	
GIL 24-01C	T039101C	GILA COUNTY	CONSTRUCTION	HOUSTON MESA ROAD - (PAVED SHOULDERS W/ EL & CL RUMBLE STRIPS)	SR 87	0.4 MILES SOUTH OF NF 198	4.50				HSIP - FY24	\$ 3,990,651.00	N/A	N/A	\$ 241,216.00	\$ 4,231,867.00	
GIL 24-03C		GILA COUNTY	CONSTRUCTION	CONTROL ROAD - SEGMENT 1 - (PAVED RD/SHOULDERS W/ RUMBLE STRIPS)	SR260	0.35 MILES EAST OF ROBERTS MEAS RD	1.75				HSIP - FY24	\$ 423,571.00	N/A	N/A	\$ 18,722.00	\$ 442,293.00	
SCA 25-01D		SAN CARLOS	DESIGN	WHITE MTN AVE (BIA 10); BIA 170 - 5,000' NORTH (from SC21-01D) (PENDING AWARD)	WHITE MTN (BIA 10)	BIA 170 - 5,000' NORTH	0.95	2	2		HSIP - FY25	\$ 375,000.00	N/A	N/A	\$ -	\$ 375,000.00	
SCA 27-01C		SAN CARLOS	CONSTRUCTION	WHITE MTN AVE (BIA 10); BIA 170 - 5,000' NORTH (from SCA22-01C) (PENDING AWARD)	WHITE MTN (BIA 10)	BIA 170 - 5,000' NORTH	0.95	2	2		HSIP - FY27	\$ 1,700,000.00	N/A	N/A	\$ -	\$ 1,700,000.00	
												\$6,667,449.00	\$0.00	\$0.00	\$270,711.00	\$6,938,160.00	\$ -
TRANSPORTATION ALTERNATIVES PROGRAM																	
GIL 24-02D	T053601D	GILA COUNTY	DESIGN	GOLDEN HILL ROAD SIDEWALK - FINAL PHASE - (FY24)	HOSPITAL DR	ALBERTA DR	0.27	N/A	N/A								
					WEST ST	MAIN ST	0.08	N/A	N/A		TA - STBG	\$ 112,792.00	N/A	N/A	\$ 6,818.00	\$ 119,610.00	
GIL 24-05C	T053601C	GILA COUNTY	CONSTRUCTION	GOLDEN HILL ROAD SIDEWALK - FINAL PHASE - (FY25)	HOSPITAL DR	ALBERTA DR	0.27	N/A	N/A		TA - STBG	\$ 467,077.00	N/A	N/A	\$ 28,233.00	\$ 495,310.00	
					WEST ST	MAIN ST	0.08	N/A	N/A								
GLB 24-01D	T054301D	GLOBE	DESIGN	GLOBE BROAD STREET SIDEWALK REPLACEMENT - (FY24)	(ASH ST) - MESQUITE ST (HILL ST) - MESQUITE ST (MESQUITE ST) - ASH ST (COTTONWOOD ST) - ASH ST	(ASH ST) - COTTONWOOD ST (HILL ST) - COTTONWOOD ST (MESQUITE ST) - HILL ST (COTTONWOOD ST) - HILL ST	2.46	N/A	N/A		TA - STBG	\$ 192,687.00	N/A	N/A	\$ 11,647.00	\$ 204,334.00	
MIA 24-01P		MIAMI	PLANNING	MIAMI TRAIL SYSTEM (MUSD TO BULLION PLAZA) - (FY24)	N/A	N/A	N/A	N/A	N/A		TA - STBG	\$ 146,127.00	N/A	N/A	\$ 8,833.00	\$ 154,960.00	
PAY 24-01D	T054401D	PAYSON	DESIGN	HOUSTON MESA ROAD - SIDEWALK & BICYCLE LANE IMPROVEMENTS - (FY24)	MCLANE RD	BEELINE HWY (SR-87)	0.30	N/A	N/A		TA - STBG	\$ 145,690.00	N/A	N/A	\$ 8,806.00	\$ 154,496.00	
SUP 24-01D	T053101D	SUPERIOR	DESIGN	PANTHER DR SIDEWALK CONNECTION - (FY24)	US 60	SUNSET AVE	1.14	N/A	N/A		TA - STBG	\$ 273,353.00	N/A	N/A	\$ 16,523.00	\$ 289,876.00	
SCA 24-01D		SAN CARLOS	DESIGN	SENECA LAKE TRAILS & RECREATIONAL SITE IMPROVEMENTS	N/A	N/A	N/A	N/A	N/A		TA - STBG	\$ 275,486.00	N/A	N/A	\$ -	\$ 275,486.00	

Project #	TRACS #	Sponsor	Project Type	Project Name	From	To	Length (Miles)	Lanes Before	Lanes After	Functional Classification	Federal Aid Type	Federal Funds	HURF Funds Needed	HURF Rate Cost	Local Match	Total Project Funds	Remaining Funds
<u>SUP 25-02C</u>		<u>SUPERIOR</u>	<u>CONSTRUCTION</u>	<u>PANTHER DR SIDEWALK CONNECTION - (FY26)</u>	<u>US 60</u>	<u>SUNSET AVE</u>	<u>1.14</u>	<u>N/A</u>	<u>N/A</u>		<u>TA - STBG</u>	<u>\$ 1,883,508.00</u>	<u>N/A</u>	<u>N/A</u>	<u>\$ 113,849.00</u>	<u>\$ 1,997,357.00</u>	
<u>TNF 25-01D</u>		<u>Natnl Parks Serv.</u>	<u>Design</u>	<u>Trailhead South of Pine on SR87, in Tonto National Forest - (FY 26)</u>	<u>SR 87 2300' South of Pine</u>	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>		<u>TA - STBG</u>	<u>\$ 205,765.00</u>			<u>\$ 12,438.00</u>	<u>\$ 218,203.00</u>	
					<u>(ASH ST) -</u>	<u>(ASH ST) -</u>											
					<u>MESQUITE ST</u>	<u>COTTONWOOD ST</u>											
					<u>(HILL ST) -</u>	<u>(HILL ST) -</u>											
<u>GLB 25-01C</u>	<u>T054301D</u>	<u>GLOBE</u>	<u>Construction</u>	<u>GLOBE BROAD STREET SIDEWALK REPLACEMENT - (FY26)</u>	<u>MESQUITE ST</u>	<u>COTTONWOOD ST</u>	<u>2.46</u>	<u>N/A</u>	<u>N/A</u>		<u>TA - STBG</u>	<u>\$ 1,038,243.00</u>	<u>N/A</u>	<u>N/A</u>	<u>\$ 62,757.00</u>	<u>\$ 1,101,000.00</u>	
					<u>(MESQUITE ST) -</u>	<u>(MESQUITE ST) -</u>											
					<u>ASH ST</u>	<u>HILL ST</u>											
					<u>(COTTONWOOD ST) -</u>	<u>(COTTONWOOD ST) -</u>											
					<u>ASH ST</u>	<u>HILL ST</u>											
												\$4,740,728.00	\$0.00	\$0.00	\$269,904.00	\$5,010,632.00	\$ -
BRIDGE REPLACEMENT PROGRAM																	
GIL 24-04D		GILA COUNTY	DESIGN	TONTO VILLAGE BRIDGE REPLACEMENT (STRUCTURE #07882) - (FY24)	~820' WEST OF CONTROL RD & JOHNSON BLVD INTERSECTION	~820' WEST OF CONTROL RD & JOHNSON BLVD INTERSECTION	<0.1 MI / 40')	2	2	LOCAL	OSB	\$ 270,000.00	N/A	N/A	\$ -	\$ 270,000.00	
GIL 27-01C		GILA COUNTY	CONSTRUCTION	TONTO VILLAGE BRIDGE REPLACEMENT (STRUCTURE #07882) - (FY27)	~820' WEST OF CONTROL RD & JOHNSON BLVD INTERSECTION	~820' WEST OF CONTROL RD & JOHNSON BLVD INTERSECTION	<0.1 MI / 40')	2	2	LOCAL	OSB	\$ 500,000.00	N/A	N/A	\$ -	\$ 500,000.00	
GIL 25-001D		GILA COUNTY	DESIGN	Bloody Tanks Wash Bridge, (Str #10839) - FY 25	Bloody Tanks Wash Bridge at S. Schulze Ranch Rd	Bloody Tanks Wash Bridge at S. Schulze Ranch Rd				LOCAL	OSB	\$ 141,450.00			\$ 8,550.00	\$ 150,000.00	
												\$8,417,083.00	\$0.00	\$0.00	\$16,523.00	\$8,892,554.00	\$ -
OFF SYSTEM BRIDGE PROGRAM (OSB)																	
FY 2026																	
GLB 26-01D		GLOBE	DESIGN	Haskins Rd Bridge (Structure #09710) (Pending Award) (FY 26)	N. BROAD ST	100 Ft. North of North Broad St.	0.10	2	2	Urb. Mnr. Collector	OSB/BFP*	\$ 445,000.00	N/A	N/A	\$ -	\$ 445,000.00	
GLB 26-01C		GLOBE	CONSTRUCTION	Haskins Rd Bridge (Structure #09710) (Pending Award) (FY26)	N. BROAD ST	100 Ft. North of North Broad St.	0.10	2	2	Urb. Mnr. Collector	OSB/BFP*	\$ 3,817,480.00	N/A	N/A	\$ -	\$ 3,817,480.00	
GIL 26-01D		GILA COUNTY	DESIGN	Pinal Creek Bridge #1 (Structure #08604 Dickison Dr./Abiquiu)	Abiquiu Trail	Dickison Dr. 50 ft. north of Sixshooter Canyon Rd.	0.01	2	2	Local	OSB/BFP*	\$ 141,450.00	N/A	N/A	\$ 8,550.00	\$ 150,000.00	
GIL 26-02D		GILA COUNTY	DESIGN	Pinal Creek Bridge #2 (Structure #08706 Hicks)	Hicks Rd.	Hicks Rd. 400 ft. NE of Wheatfields Rd.	0.11	2	2	Local	OSB/BFP*	\$ 150,880.00	N/A	N/A	\$ 9,120.00	\$ 160,000.00	
												\$911,450.00			\$17,670.00	\$4,572,480.00	\$ -

Project #	TRACS #	Sponsor	Project Type	Project Name	From	To	Length (Miles)	Lanes Before	Lanes After	Functional Classification	Federal Aid Type	Federal Funds	HURF Funds Needed	HURF Rate Cost	Local Match	Total Project Funds	Remaining Funds
SMART GRANT PROGRAM																	
GIL 24-03D		GILA COUNTY	PLANNING/DESIGN	RUSSELL ROAD RECONSTRUCTION -	1.0 MILE S. OF EAGLE RIDGE	3.0 MILE S. OF EAGLE RIDGE	2.00	2	2	R. MINOR COLLECTOR	SMART	\$ 1,041,199.00	N/A	N/A	N/A	\$ 1,041,199.00	
GIL 24-05D		GILA COUNTY	PLANNING/DESIGN	Young Road (FSH 512)	Young Rd. MP 316.5	Young Rd. MP 330	13.50	2	2	R. MINOR COLLECTOR	SMART	\$ 814,632.00			\$ 150,000.00	\$ 964,632.00	
GLB 25-01P		Globe	Demonstration	Broad Street Demonstation Grant Assitance Local Match SS4A Grant			n/a	n/a	n/a		SMART	\$ 31,212.00				\$ 31,212.00	
MIA 26-01D		Miami	PLANNING/DESIGN	Town of Miami Roadway Improvement Grant (Pending Award) (FY 26)	Multiple Roadway Sections		0.69	2	2	U. MINOR COLLECTOR	SMART	\$ 358,225.00	N/A	N/A	\$ -	\$ 358,225.00	
												\$2,245,268.00	\$0.00	\$0.00	\$150,000.00	\$2,395,268.00	\$ -
BUILD GRANTS																	
GIL 22-02C	SS718	GILA COUNTY	CONSTRUCTION	TONTO CREEK BRIDGE & ROADWAY IMPROVEMENTS - (FY22) - BUILD GRANT	SR 188/ OLD HWY 188 INTERSECTION	GREENBACK VALLEY RD - (EAST OF TONTO CREEK)	1.17	1	1	R - MAJOR COLLECTOR	BUILD GRANT	\$ 21,095,564.00	N/A	N/A	\$ 2,825,000.00	\$ 23,920,564.00	
Safe Streets For All Grants (SS4A)																	
FY 2025																	
GIL 25-01P		GILA COUNTY	PLANNING	Gila County Safe Streets (SS4A Grant)			n/a	n/a	n/a		SS4A (Federal)	\$ 415,492.00	N/A	N/A	\$ 103,873.00	\$ 519,365.00	
GLB 25-01P		Globe	Demonstration	Broad Street (SS4A Grant)	W. Ash Street	S. Jesse Hayes Rd.	1	2	2	Urban Mjr. Collector	SS4A (Federal)	\$ 124,846.00	N/A	N/A	\$ 31,212.00	\$ 156,058.00	
												\$21,095,564.00	\$0.00	\$0.00	\$2,825,000.00	\$23,920,564.00	\$ -
STATE BUDGET APPROPRIATION FUNDS																	
Funded																	
GLB 22-02C		GLOBE	CONSTRUCTION	HILL ST IMPROVEMENTS - (FY 22)	US 60	"CONNIE'S BRIDGE"	FY 22					STATE	\$ 1,169,400.00	N/A	N/A	\$ 1,169,400.00	
GLB 23-01C		GLOBE / GILA COUNTY	CONSTRUCTION	GLOBE/GILA COUNTY SIDEWALK IMPROVEMENTS	MULTI - PHASE	MULTI - PHASE	FY24					STATE	\$ 3,501,100.00	N/A	N/A	\$ 158,000.00	\$ 3,659,100.00
WKL 23-01C		WINKELMAN / HAYDEN	CONSTRUCTION	WINKELMAN/HAYDEN GOLF COURSE ROAD IMPROVEMENTS	GRIFFIN ST	GOLF COURSE MAINTENANCE RD	FY24					STATE	\$ 1,560,900.00	N/A	N/A	\$ -	\$ 1,560,900.00
SUP 24-01C		SUPERIOR	CONSTRUCTION	SUPERIOR NEW BRIDGE ON PANTHER DRIVE	SOUTH OF US 60	OVER THE QUEEN CREEK WASH	FY24					STATE	\$ 2,486,700.00	N/A	N/A	\$ 235,799.00	\$ 2,722,499.00
PAY 24-01C		PAYSON	CONSTRUCTION	INTERSECTION W. LONGHORN & S. MCLANE RD - (ROUNDABOUT)	N/A	N/A	FY24					STATE	\$ 1,529,800.00	N/A	N/A	\$ 58,405.00	\$ 1,588,205.00
GLB 24-03C		GLOBE	CONSTRUCTION	HILL ST IMPROVEMENTS - (Additional Funds for Bridge)	US 60	"CONNIE'S BRIDGE"	FY24					STATE	\$ 643,200.00	N/A	N/A	\$ -	\$ 643,200.00
GIL 24-04C		GILA COUNTY	CONSTRUCTION	HOUSTON MESA ROAD - (PAVED SHOULDERS W/ EL & CL RUMBLE STRIPS) - (Additional funds)	SR 87	0.4 MILES SOUTH OF NF-198	FY24					STATE	\$ 243,600.00	N/A	N/A	\$ -	\$ 243,600.00
												\$11,134,700.00	\$0.00	\$0.00	\$452,204.00	\$11,586,904.00	\$ -
CONGRESSIONAL APPROPRIATION FUNDS																	
FY 2023																	
PAY 23-01D		PAYSON	DESIGN	PAYSON WILDFIRE EVACUATION ROUTE	SR 87	1,250 FT SOUTH OF MAIN STREET	1.00			3/4 R-MAJOR COLLECTOR 1/4 U-MINOR COLLECTOR	CONGRESSIONAL APPROPRIATION	\$ 300,000.00	N/A	N/A	\$ 2,500,000.00	\$ 2,800,000.00	
												\$300,000.00	\$0.00	\$0.00	\$2,500,000.00	\$2,800,000.00	\$ -
FY 2024																	
PAY 24-02C		PAYSON	CONSTRUCTION	GREEN VALLEY PARKWAY EXTENSION Payson Wildefire Evacuation Route - (Currently a request & not funded)	SR 87	1,250 FT SOUTH OF MAIN STREET	1.00	0	2	3/4 R-MAJOR COLLECTOR 1/4 U-MINOR COLLECTOR	CONGRESSIONAL APPROPRIATION	\$ 11,336,501.00	N/A	N/A	\$ 685,239.19	\$ 12,021,740.19	
GIL 24-01D		GILA COUNTY	PLANNING/DESIGN	YOUNG ROAD (FS 512) IMPROVEMENTS - (Currently a request & not funded)	COLCORD RD	FS 116	13.50	2	2	R - MINOR COLLECTOR	CONGRESSIONAL APPROPRIATION	\$ 3,300,000.00	N/A	N/A	\$ 199,469.78	\$ 3,499,469.78	
GIL 25-01C		GILA COUNTY	CONSTRUCTION	YOUNG ROAD (FS 512) IMPROVEMENTS - (Currently a request & not funded)	COLCORD RD	FS 116	13.50	2	2	R - MINOR COLLECTOR	CONGRESSIONAL APPROPRIATION	\$ 2,990,253.00	N/A	N/A	\$ 180,747.00	\$ 3,171,000.00	
												\$17,626,754.00	\$0.00	\$0.00	\$1,065,455.97	\$18,692,209.97	\$ -
FY 2026																	
PAY 26-02D		PAYSON	DESIGN	PAYSON WILDFIRE EVACUATION ROUTE (FY 26)	SR 87	1,250 FT SOUTH OF MAIN STREET	1.00			3/4 R-MAJOR COLLECTOR 1/4 U-MINOR COLLECTOR	CONGRESSIONAL APPROPRIATION	\$ 300,000.00	N/A	N/A	\$ 2,500,000.00	\$ 2,800,000.00	
FTA SECTION 5310 GRANTS																	
FY 2024																	
TRAN 24-01		CAG	N/A	CAG/SCMPO MOBILITY MANAGER OPERATIONS - (OCT 1, 2023 - SEP 30, 2024)			5310			MOBILITY MGMT	5310	\$ 110,000.00	N/A	N/A	\$ 27,500.00	\$ 137,500.00	
TRAN 24-02		PAYSON SC	MAINTENANCE	PAYSON SENIOR CENTER - (YR 1 PREVENTATIVE MAINTENANCE)			5310			PREVENATIVE MAINTENANCE	5310	\$ 8,000.00	N/A	N/A	\$ 2,000.00	\$ 10,000.00	
TRAN 24-03		PAYSON SC	SOFTWARE	PAYSON SENIOR CENTER - (YR 1 SCHEDULING SOFTWARE)			5310			SOFTWARE	5310	\$ 20,000.00	N/A	N/A	\$ 5,000.00	\$ 25,000.00	
TRAN 24-04		PAYSON SC	OPERATIONS	PAYSON SENIOR CENTER - (YR 1 OPERATIONS)			5310			OPERATIONS	5310	\$ 35,000.00	N/A	N/A	\$ 35,000.00	\$ 70,000.00	
TRAN 24-05		PAYSON SC	VEHICLE	PAYSON SENIOR CENTER - (REPLACEMENT - ADA FRIENDLY VEHICLE #1)			5310			VEHICLE	5310	\$ 71,666.00	N/A	N/A	\$ 17,916.50	\$ 89,582.50	
TRAN 24-06		PAYSON SC	OPERATIONS	PAYSON SENIOR CENTER - (REPLACEMENT - ADA FRIENDLY VEHICLE #2)			5310			VEHICLE	5310	\$ 105,774.00	N/A	N/A	\$ 26,443.50	\$ 132,217.50	

Project #	TRACS #	Sponsor	Project Type	Project Name	From	To	Length (Miles)	Lanes Before	Lanes After	Functional Classification	Federal Aid Type	Federal Funds	HURF Funds Needed	HURF Rate Cost	Local Match	Total Project Funds	Remaining Funds
FY 2026																	
TRAN 24-01		CAG	N/A	CAG/SCMPO MOBILITY MANAGER OPERATIONS - (OCT 1, 2025 - SEP 30, 2026)			5310			MOBILITY MGMT	5310	\$ 120,000.00	N/A	N/A	\$ 30,000.00	\$ 150,000.00	
TRAN 25-01*		PAYSON SC	OPERATIONS	PAYSON SENIOR CENTER - (YR 1 REPLACEMENT - ADA FRIENDLY VEHICLE #2)*			5310			VEHICLE	5310	\$ 125,750.00	N/A	N/A	\$ 35,467.95	\$ 161,217.95	
TRAN 26-01		HOPE Inc.	MAINTENANCE	HOPE Inc. - (YR 1 PREVENTATIVE MAINTENANCE) (80% award)			5310			PREVENATIVE MAINTENANCE	5310	\$ 1,500.00			\$ 375.00	\$ 1,875.00	
												\$350,440.00	\$0.00	\$0.00	\$113,860.00	\$464,300.00	\$ -

Project #	TRACS #	Sponsor	Project Type	Project Name	From	To	Length (Miles)	Lanes Before	Lanes After	Functional Classification	Federal Aid Type	Federal Funds	HURF Funds Needed	HURF Rate Cost	Local Match	Total Project Funds	Remaining Funds
FTA SECTION 5311 GRANTS																	
FY 2024																	
TRAN 24-07		PAYSON	OPERATIONS	BEELINE BUS - (YR 2 OPERATIONS)			5311			OPERATIONS	5311	\$ 219,124.00	N/A	N/A	\$ 158,676.00	\$ 377,800.00	
TRAN 24-08		PAYSON	MAINTENANCE	BEELINE BUS - (YR 2 PREVENATIVE MAINTENANCE)			5311			PREVENATIVE MAINTENANCE	5311	\$ 20,800.00	N/A	N/A	\$ 5,200.00	\$ 26,000.00	
TRAN 24-09		PAYSON	ADMINISTRATION	BEELINE BUS - (YR 2 ADMINISTRATION)			5311			ADMINISTRATION	5311	\$ 96,000.00	N/A	N/A	\$ 24,000.00	\$ 120,000.00	
TRAN 24-07		PAYSON	OPERATIONS	BEELINE BUS - (YR 2 OPERATIONS)			5311			OPERATIONS	5311	\$ 145,000.00	N/A	N/A	\$ 105,000.00	\$ 250,000.00	
TRAN 24-08		PAYSON	MAINTENANCE	BEELINE BUS - (YR 2 PREVENATIVE MAINTENANCE)			5311			PREVENTATIVE MAINTENANCE	5311	\$ 32,000.00	N/A	N/A	\$ 8,000.00	\$ 40,000.00	
TRAN 24-09		PAYSON	ADMINISTRATION	BEELINE BUS - (YR 2 ADMINISTRATION)			5311			ADMINISTRATION	5311	\$ 92,000.00	N/A	N/A	\$ 23,000.00	\$ 115,000.00	
TRAN 24-10		SAN CARLOS	ADMINISTRATION	NNEE BICH'ONII TRANSIT - (YR 2 ADMINISTRATION)			5311			ADMINISTRATION	5311	\$ 160,000.00	N/A	N/A	\$ 40,000.00	\$ 200,000.00	
TRAN 24-11		SAN CARLOS	OPERATIONS	NNEE BICH'ONII TRANSIT - (YR 2 OPERATIONS)			5311			OPERATIONS	5311	\$ 542,429.92	N/A	N/A	\$ 392,794.08	\$ 935,224.00	
TRAN 24-12		SAN CARLOS	MAINTENANCE	NNEE BICH'O NII TRANSIT - (YR 2 PREVENTATIVE MAINTENANCE)			5311			PREVENATIVE MAINTENANCE	5311	\$ 30,000.00	N/A	N/A	\$ 7,500.00	\$ 37,500.00	
TRAN 24-13		SAN CARLOS	INTERCITY	NNEE BICH'O NII TRANSIT - (YR 2 INTERCITY)			5311			INTERCITY	5311	\$ 44,820.08	N/A	N/A	\$ 32,455.92	\$ 77,276.00	
TRAN 24-14		MIAMI	OPERATIONS	COPPER MOUNTAIN TRANSIT - (YR 2 OPERATIONS)			5311			OPERATIONS	5311	\$ 175,450.00	N/A	N/A	\$ 127,050.00	\$ 302,500.00	
TRAN 24-15		MIAMI	MAINTENANCE	COPPER MOUNTAIN TRANSIT - (YR 2 PREVENTATIVE MAINTENANCE)			5311			PREVENATIVE MAINTENANCE	5311	\$ 24,000.00	N/A	N/A	\$ 6,000.00	\$ 30,000.00	
TRAN 24-16		MIAMI	ADMINISTRATION	COPPER MOUNTAIN TRANSIT - (YR 2 ADMINISTRATION)			5311			ADMINISTRATION	5311	\$ 108,000.00	N/A	N/A	\$ 27,000.00	\$ 135,000.00	
TRAN 23-08*	103398	SAN CARLOS	ADMINISTRATION	NNEE BICH'ONII TRANSIT - (YR 1 ADMINISTRATION)(previously allocated funds moved to FY24)			5311			ADMINISTRATION	5311	\$ 160,000.00	N/A	N/A	\$ 40,000.00	\$ 200,000.00	
TRAN 23-09*	104956	SAN CARLOS	OPERATIONS	NNEE BICH'ONII TRANSIT - (YR 1 OPERATIONS)(previously allocated funds moved to FY24)			5311			OPERATIONS	5311	\$ 551,986.00	N/A	N/A	\$ 399,714.00	\$ 951,700.00	
TRAN 23-10*	104957	SAN CARLOS	MAINTENANCE	NNEE BICH'O NII TRANSIT - (YR 1 PREVENTATIVE MAINTENANCE)(previously allocated funds moved to FY24)			5311			PREVENATIVE MAINTENANCE	5311	\$ 60,000.00	N/A	N/A	\$ 15,000.00	\$ 75,000.00	
TRAN 23-11*	104958	SAN CARLOS	INTERCITY	NNEE BICH'O NII TRANSIT - (YR 1 INTERCITY)(previously allocated funds moved to FY24)			5311			INTERCITY	5311	\$ 318,014.00	N/A	N/A	\$ 230,286.00	\$ 548,300.00	
												\$1,689,624.00	\$0.00	\$0.00	\$956,676.00	\$2,646,300.00	\$ -
FTA SECTION 5339 GRANTS																	
TRAN 21-23		PAYSON SC	BUS STOP IMPROV.	BUS ASSOCIATED TRANSIT IMPROVEMENTS / BUS SHELTERS			5339			BUS STOPS	5339	\$ 610,000.00	N/A	N/A	\$ 67,777.78	\$ 677,777.78	
TRAN 24-17		MIAMI	ADA VEHICLE	NEW & IMPROVED TRANSIT VEHICLE - (FY24)			5339			NEW VEHICLE	5339	\$ 168,672.00	N/A	N/A	\$ 29,766.00	\$ 198,438.00	
TRAN 24-18		MIAMI	ADA VEHICLE	NEW VAN FOR DIAL-A-RIDE PROGRAM - (FY24)			5339			NEW VEHICLE	5339	\$ 79,833.00	N/A	N/A	\$ 14,088.00	\$ 93,921.00	